How TTX Gets Top Car Utilization—p. 13

April 20, 1959

RAILWAY AGE *weekly*

Men Who Build The Future of American Railroads

"Following Dieselization in 1950, the C.&E.I. has pursued an extensive modernization and rehabilitation program in the belief that fast, efficient service is still the key to maintaining a prosperous railroad.

"This year, the C.&E.I. will complete a system of centralized traffic control and add over 1000 new freight cars—equipment vitally needed to serve two rapidly growing market areas between Chicago and Evansville to the southeast and St. Louis to the southwest.

"An expanding economy and increased public recognition of the need for railroad transportation offer a challenge to railroad managements to attract a larger share of the transportation market through new and higher levels of performance."

D. O. MATHEWS, *President*
Chicago & Eastern Illinois Railroad Co.

Indicative of the Chicago & Eastern Illinois' plan of continuing improvement, upgrading of an old C.&E.I. passenger locomotive into the latest model unit was the 1,000th such locomotive to go through Electro-Motive's "new locomotives for old" process.

ELECTRO-MOTIVE DIVISION · GENERAL MOTORS
LA GRANGE, ILLINOIS *Home of the Diesel Locomotive*
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Nalco "MOLY" Dry Flange Lubricant in New, Tough Form

High Impact Strength, Resilience Add Life; Make Handling Easier

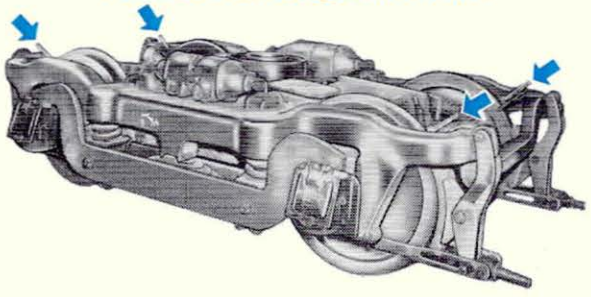
Changes in form and processing make a good thing even better for extending locomotive wheel life with Nalco "Moly" Dry Lubricant. A new paper wrap is bonded to the molybdenum lubricant, which is now catalytically-processed for added strength and resilience. The sticks are also foil-wrapped, and the whole protective package keeps on protecting as the stick is used.

How Does It Work?

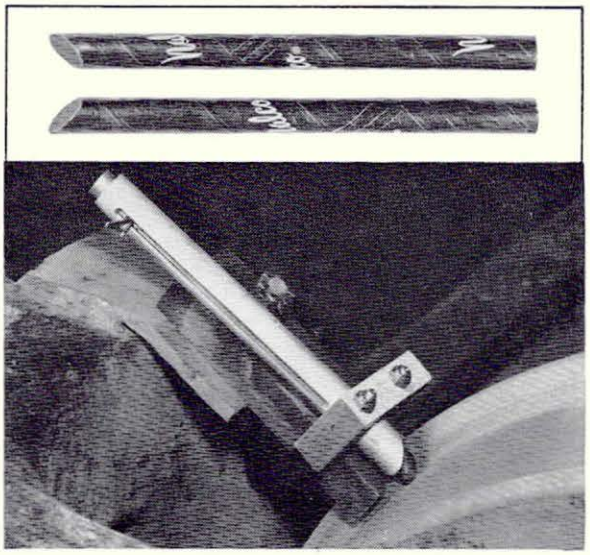
Dry, specially-processed Nalco molybdenum disulfide stick puts a thin film of lubricant on wheel flanges which is capable of withstanding tremendous temperatures and pressures without breakdown or loss of lubricating properties. Being dry, it does not pick up dust and grit that form abrasive compounds, *nor will it rub off*. Applied to locomotive wheel flanges from Nalco holders mounted permanently on the truck frame, each stick lubricates a single wheel at the flange—keeps lubricant off the tread.

"Moly" Sticks are packaged to provide excellent protection in storage and handling. Each stick is surrounded by resilient vermiculite in a sturdy corrugated paper box.

Formula for Long Wheel Life



Nalco "Moly" Sticks in permanently-mounted, easily-accessible Nalco Flange Lubricators give positive, clean, flange lubrication that assures longer wheel life and lower maintenance costs.



Top—New "Moly" Sticks are catalytically-processed and protectively wrapped to give extra toughness and resilience.

Above—simple, foolproof Nalco Flange Lubricator feeds proper amount of lubricant direct to wheel flange without waste or dirt pick-up.

Comparative Tests Prove "Moly" Best Every Time

"Moly" Sticks have consistently demonstrated that they will far outlast equivalent-sized graphite or grease type stick lubricants. Figured on costs per thousand miles of locomotive travel, Nalco "Moly" is considerably more economical than either grease or graphite—and wheel life is extended from 30% to a whopping 300%.

Who Installs "Moly" Lubricants?

Nalco Flange Lubricators are usually installed by regular engine house personnel; and "Moly" Sticks are quick and easy to place in the lubricators as needed. Because "Moly" Sticks have long, predictable life, stick replacements can be scheduled with regular locomotive inspections and maintenance. *You* can take the first big step toward installing "Moly" for longer locomotive wheel life by writing for details—or give your Nalco Representative a call now.

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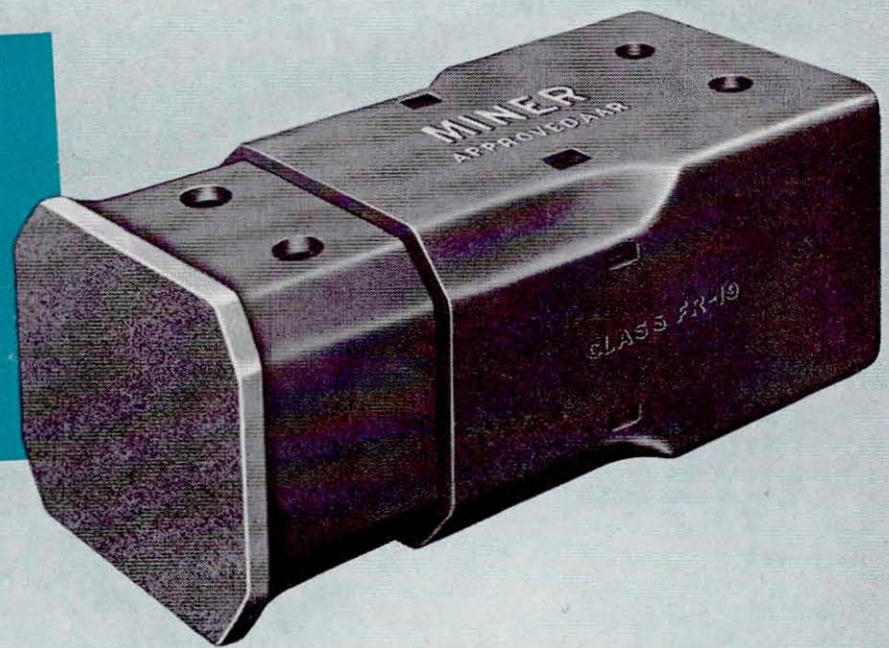
The Miner Class FR-19 Rubber Draft Gear is highly efficient, providing FULL-TIME PROTECTION to cars and lading. Self-contained, and no follower plates needed.

CLASS

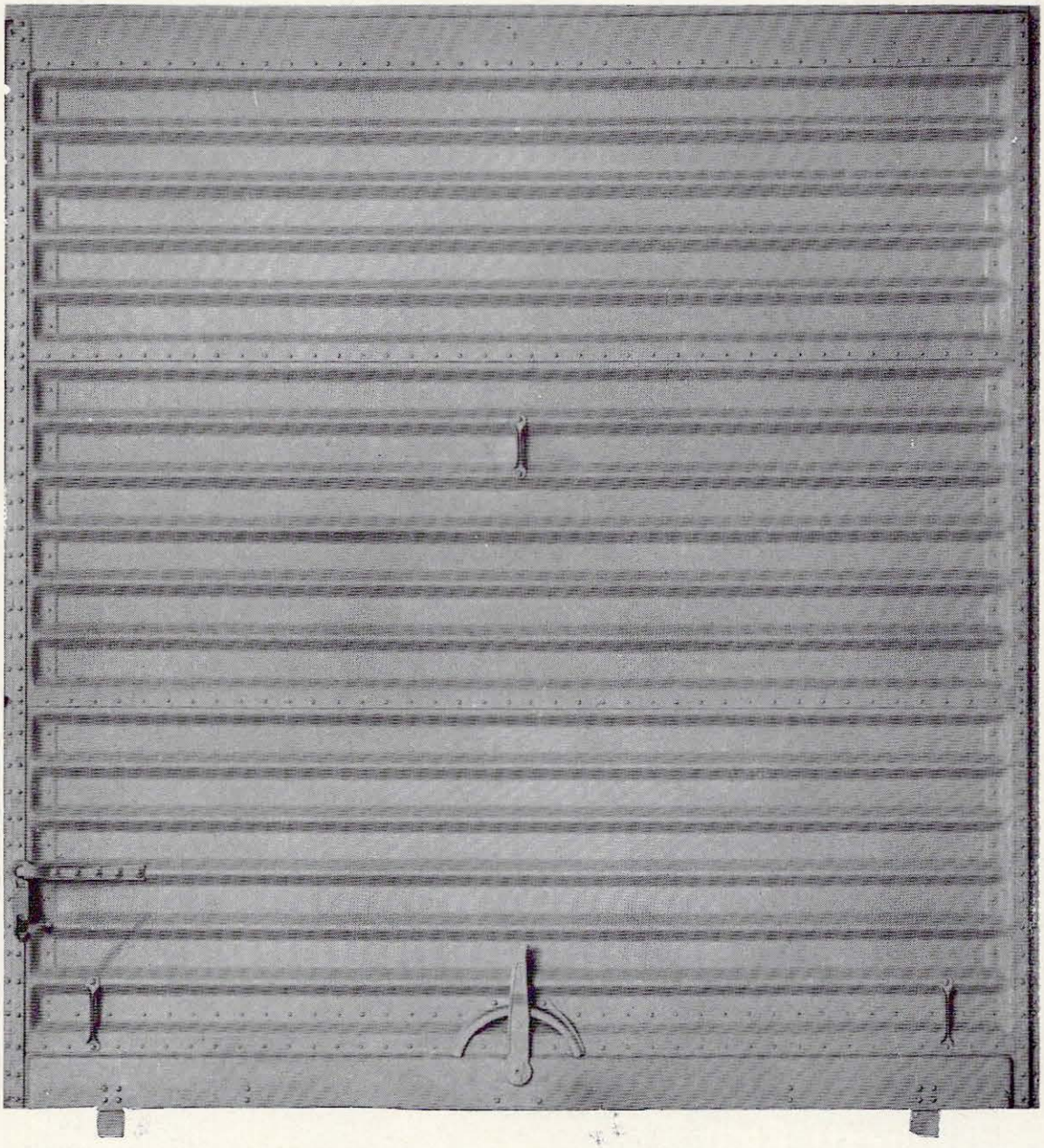
FR-19

Rubber

Draft Gear



IT'S JUST PLAIN COMMON SENSE TO BUY BOX CAR DOORS FROM THE DOOR SPECIALISTS—YOUNGSTOWN



YOUNGSTOWN STEEL DOOR COMPANY

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RAILWAY AGE *weekly* April 20, 1959 • Vol. 146, No. 16

Week at a Glance

Departments

Financial	22
Freight Car Loadings	39
Letters from Readers	27
New Equipment	39
New Products Report	33
People in the News	43
Railroading After Hours	20
Railway Market	39
Revenues and Expenses	31
Supply Trade	43
The Action Page	46
Watching Washington	10
You Ought to Know	44
Current Questions	36

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WP goal: 20% rise in loadings ..... p. 9

President Whitman has asked the road's new Marketing Division to find 120 more cars a day in 1959 than the road handled in 1958. Here's the story of how—and why—the WP has made a radical change in its sales set-up.

Cover Story—How TTX gets top car utilization p.13

Trailer Train's car fleet carries an estimated 40% of all piggyback shipments moving today. Standardization of equipment is the pillar on which the company has been built, says its general manager.

Trailer Train adds new cars to its fleet p.16

The car-pool firm owns the country's largest fleet of 85-ft flat cars. Because of rapidly expanding piggyback traffic, TTX doubled its original order for 400 of the giant cars. The order was divided equally between ACF and Pullman-Standard.

Tobin backs rail commuter aid p.26

LIRR and NYC presidents agree with director of the Port of New York Authority that some form of commuter relief is needed, but differ on its form and scope.

Firemen threaten CNR strike p.28

Canadian National is facing the first major strike threat of 1959. The dispute centers around the elimination of firemen from diesel locomotives in freight and yard service.

RRs hit Illinois tax basis p.30

They're concerned by the increasing tax burden caused when property is made tax-free and used for highways, airports and waterways terminals. An ad valorem tax, they contend, would ease the burden.

Healthy rails held vital to defense p.42

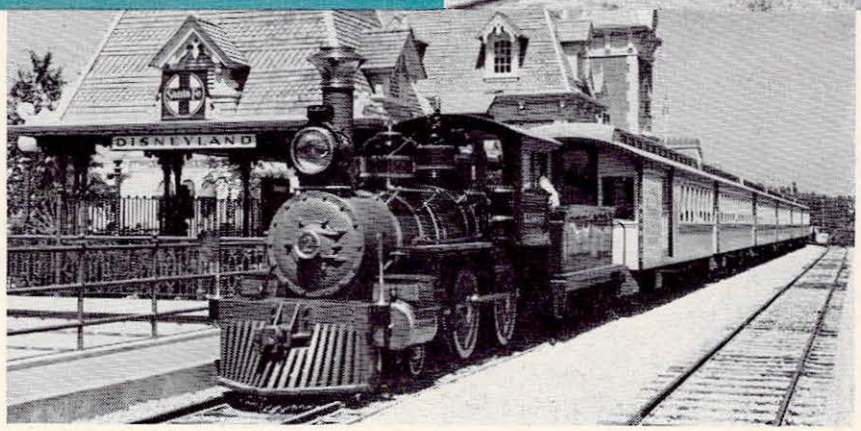
Office of Civil and Defense Mobilization tells Congressional committee that policies improving the railroads' long-term health will best prepare them for defense mobilization.

The Action Page—Wake them up about Russia! p.46

The Soviet Union knows what form of transportation is the most productive. They're spending money to develop their railroads. The U.S. spends billions on transportation luxuries: waterways and superhighways. There's still time for remedial action—but the sand is running low.

ON THE MODERN

ON THE MINIATURE



ON THE HISTORICAL

Yes, Edgewater wheels and tires are used on railroads large and small to transport the products and people of a growing America

Edgewater Steel Company

P. O. Box 478 · Pittsburgh 30, Pa.

Week at a Glance CONT.

Current Statistics

Operating revenue	
2 mos., 1959	$1,532,496,964
2 mos., 1958	1,472,791,123
Operating expenses	
2 mos., 1959	1,253,755,076
2 mos., 1958	1,250,613,404
Taxes	
2 mos., 1959	153,091,379
2 mos., 1958	133,818,072
Net railway operating income	
2 mos., 1959	75,953,768
2 mos., 1958	40,982,474
Net income estimated	
2 mos., 1959	40,000,000
2 mos., 1959	5,000,000
Average price railroad stocks	
April 14, 1959 ..	111.03
April 15, 1958 ..	71.61
Carloadings revenue freight	
Fourteen wks., 1959	8,021,819
Fourteen wks., 1958	7,493,308
Freight cars on order	
March 1, 1959 ..	28,789
March 1, 1958 ..	43,750
Freight cars delivered	
2 mos., 1959	4,426
2 mos., 1958	12,535

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Circulation Dept.: R. C. Van Ness, Director of Circulation, 30 Church St., New York 7, N. Y.

POSTMASTER—SEND FORM 3579 to EMMETT ST., BRISTOL, CONN.

Short and Significant

ICC investigation of truck rates . . .

on agricultural commodities which were brought under regulation by the 1958 Transportation Act is sought by the railroads. Their petition complains that these newly-filed rates vary so widely that any attempt to trace even a general pattern from them is "futile and beyond all hope." The railroads go on to advise the Commission that the piecemeal approach of dealing with each tariff separately will not solve the problem which calls for "a nationwide general investigation."

Reading will handle all LCL by truck . . .

throughout its 1,300-mile system beginning this week. The road's highway subsidiary, Reading Transportation Co., will haul LCL shipments to and from a central rail-truck transfer point at Reading, Pa. Fifteen major highway freight routes will connect points in Pennsylvania, Delaware and New Jersey.

The 1959 economic demands of the Firemen . . .

will be mapped out late next month. General chairmen of the Brotherhood of Locomotive Firemen and Enginemen will meet May 25 in Chicago to "formulate the brotherhood's economic goals" in the upcoming contract talks.

Frisco's board of directors . . .

will be cut from 21 members to 17 if stockholders approve a management proposal at the May 12 annual meeting. Frisco says the reduction would provide a more workable organization and promote increased participation by board members. Three of the four directors slated to leave the board are vice presidents of the railroad.

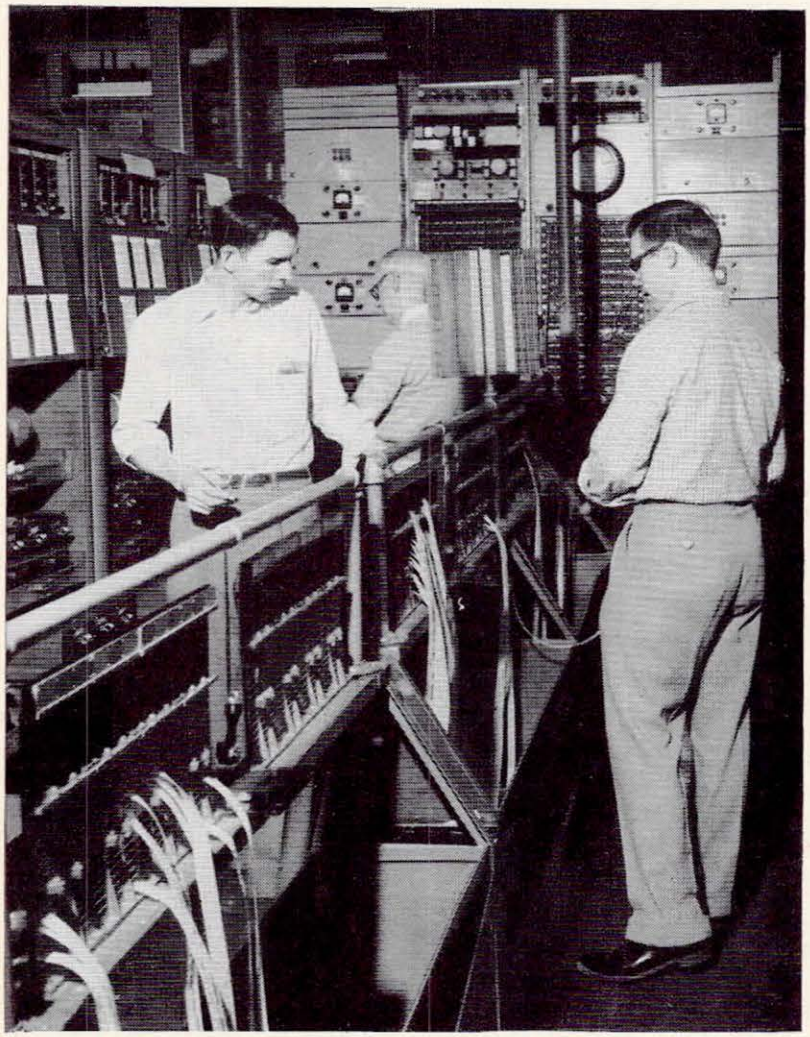
A marathon board meeting . . .

by directors of Railway Express resulted in "no final decisions" on the future of the agency's operation. The board met April 15 in an eight-hour session lasting almost until midnight. REA President W. B. Johnson said studies are continuing and further meetings of the board within the next two weeks are contemplated.

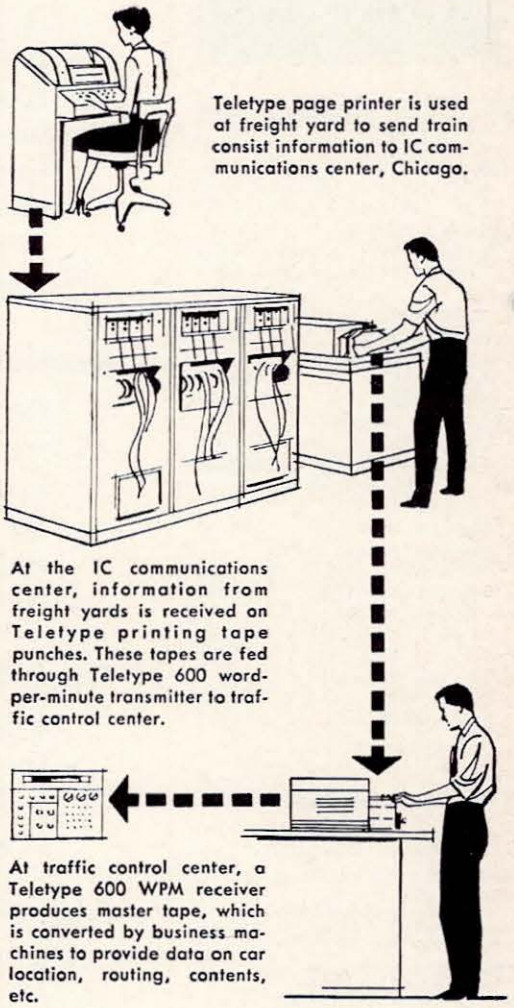
Steel traffic is lagging . . .

far behind the increase in steel production. Railroad tonnage is up, but present loadings are nowhere near 1957 levels. One estimate last week put outbound rail movements of finished steel products from Pittsburgh about 30% below the like 1957 period. Diversion to trucks—because of lower costs to shippers—is being cited as the reason for the decline.

How to keep track of 50,000 freight cars . . .



Communications center at Illinois Central Railroad.


Teletype page printer is used at freight yard to send train consist information to IC communications center, Chicago.
At the IC communications center, information from freight yards is received on Teletype printing tape punches. These tapes are fed through Teletype 600 word-per-minute transmitter to traffic control center.
At traffic control center, a Teletype 600 WPM receiver produces master tape, which is converted by business machines to provide data on car location, routing, contents, etc.

New Teletype system cuts car reporting from days to minutes on the Illinois Central

New Teletype equipment—including the first Teletype 600 word-per-minute tape transmission system in the railroad industry—is helping the Illinois Central to expedite the classification of more than 50,000 on-line freight car records daily.

The result is greatly improved customer service. Now, information on freight location or arrival is quickly available to shippers and consignees through the railroad's *service bureau* at Chicago. Railroad management benefits, too, by having up-to-the-minute data —and there are important savings for the accounting department.

Additional information is available in a new folder that outlines the Teletype equipment system employed by the Illinois Central Railroad. Please write to Teletype Corporation, Dept. 43 D, 4100 Fullerton Ave., Chicago 39, Illinois.

P. S. If you plan to attend the Convention of the A.A.R. Communications Section in Cincinnati, May 12-14, you are invited to visit the Teletype exhibit at the Netherland-Hilton.

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WP Goal: 20% Rise in Loadings

That's the 'payoff' the road expects from its new Marketing Division. To achieve the goal—which would mean 120 extra cars a day—WP has made a sharp break with past selling practices.

► **The Story at a Glance: Western Pacific is looking for a 20% increase in carloadings this year as the result of a "radical change" in its sales approach.**

In a bold break with the past, WP has:

- **Created a high-level Marketing Division with instructions to let the customers—not the operating department—dictate service patterns.**
- **Asked the new division to find an average of 120 cars a day more in 1959 than the road handled in 1958.**

Behind WP's move is its president's conviction that the railroad industry's salvation lies not in a succession of rate increases that might only drive traffic away from the rails—but in rates and service custom-tailored to meet shipper needs.

A "sales revolution" that could make railroad history is quietly taking place on the Western Pacific. WP President Frederic B. Whitman has described it this way:

"For over a century railroad operating departments have figured out what trains they could conveniently and economically run and then the traffic men have tried to sell the service.

"Now we are reversing the emphasis.

"Our Marketing Division intends to find out what our customers require and then determine prices that are economically sound for both railroad and shipper and to build our freight schedules accordingly."

In an address before the New York Society of Security Analysts, Mr. Whitman told how—and why—the new division was set up.

"We do not believe," he said, "that freight rate increases should generally be invoked to meet this problem [of rising costs], as the general level of rates is now so high that to raise them further might drive some traffic away from rail movement.

"There are only two remedies—less spending, which means digging out every opportunity for economies; and more income, which, of course, means increasing our volume of business. There are two ways of doing the latter—by alert, aggressive salesmanship, which will develop for us a larger share of the available traffic and by locating new industries on our lines.

"As to the former, we have thoroughly reviewed our entire sales effort, its organization, its personnel, and its plans, policies and procedures. The result of this study was a determination to make a radical change in our sales approach from the traditional.

"Starting with 1959 the Marketing Division was inaugurated, composed of the former Traffic Department plus additional related activities. Titles of officers were changed or established to fit the new nomenclature." (RA, Jan. 12, p. 32.)

He said that market studies "indicated the need for further decentralization in our sales activities. Therefore, we have established two positions of assistant vice-presidents—sales, one located at San Francisco to supervise western sales activities; the other in Chicago supervising mid-continent and eastern sales.

"Our Freight Pricing Department, formerly Rates and Divisions, has been enlarged to enable its staff to work even more closely and productively with customers. Also, divided geographically, there are a Director of Pricing—Transcontinental and a Director of Pricing—Mountain Pacific."

He said other departments within the new Marketing Division include sub-groups to supervise piggyback operations, promote market research, and plan sales personnel development. It also includes passenger sales and industrial development sub-departments.

"We have great expectations for this new approach and we expect that

Germany's Export Autos: 90% by Rail

Some 90% of the automobiles shipped through the German port of Bremen for export are carried there by the German Federal Railroad in new special freight cars. To accommodate the automobile export movement, which has grown in Bremen alone from 9,396 autos in 1951 to 169,000 in 1958, German Federal has more than 1,400 of these special cars running daily from the automobile plants to German ports.

we will be able to secure substantially more business as a result," said the WP chief executive.

"Specifically, we have asked our Marketing Division to find us an average of 120 cars a day more in 1959 than we have handled in 1958. This represents an increase of about 20%, which sounds like an excessive expectation, but actually it is less than 9% over 1957. With the tools we are giving them, I think they can do it."

He went on to identify some of these tools:

- Schedules between the Midwest and the West Coast that are "about as fast, or maybe faster in some cases, than the trucks can make."
- A modern freight car fleet, with heavy emphasis on special-purpose cars. Mr. Whitman pointed out that the average age of WP freight cars is 12 years, compared with the national average of 19 years. Of WP's total fleet, he said, 1,185 units—21%—are special-purpose cars.

He added: "We plan the acquisition of more special-purpose freight cars to enlarge our modern fleet and thus more fully meet shippers' requirements. These will include additional cradle gondola cars for handling steel coils, DF cars, piggyback flats, bulkhead flats for handling wallboard, and wood chip cars."

- Expansion of piggyback services. WP's application for membership in Trailer Train Company was approved last week, and the road expects to acquire at least 100 cars from the TTX pool. In another piggyback development, WP is making test runs with loaded auto carriers on flat cars in cooperation with the Ford Motor Company.

Canadian Roads File—Then Defer—12% Rate Increase

Canadian railroads have filed a request for a general 12% increase in freight rates—and simultaneously asked that the Board of Transport Commissioners defer to an indefinite future date consideration of the request.

The deferral was based on:

- The Canadian government's announced intention of appointing a Royal Commission to study and recommend a long-range solution for the complex Canadian freight-rate problem;
- A statement by Transport Minister Hees to the effect that the government would not consider any further general rate increase until the commission makes its report; and
- The government's proposal—now before Parliament—to give the railroads a one-year subsidy of $20,000,000 in return for reducing freight rates to eastern and western provinces below the level resulting from the 17% rate increase authorized last Dec. 1.

That increase was designed to offset higher wages for railroad employees. The now-deferred additional increase of 12% was intended to permit the railways to earn an adequate return over and above other increases in other operating expenses. The filing-deferral action has the effect of complying with government policy while, at the same time, leaving the railways free to reactivate the request on short notice if circumstances require or if government policy changes.

Watching Washington *with Walter Taft*

- **EASTERN IRON AND STEEL RATE CASE** has ended in victory for the railroads. The ICC's report prescribes minimum truck rates on iron and steel articles and finds that present rail rates on the same commodities are not unlawful. The Commission thus affirms the prior report it made in 1957.

TRUCKERS ARE RATE-MAKING CARRIERS in the stiff competition for this business. That's pointed up in the Commission's report which says rail-rate cuts since 1950 have generally been "compelled by motor rates." The minimum-rate order is designed to raise truck rates which are "clearly below a compensatory level," and to provide "a floor below which future rates must not go, thus ending destructive competition."

RAILROAD PIGGYBACK RATES on iron and steel articles were given special attention by the Commission in the reopened case. There it found no substantial evidence that such rates are unduly low or have contributed to the "chaotic condition" of the motor carrier rates. The report adds that the railroads, "in good faith," have attempted to maintain their piggyback rates on a par with motor rates actually moving traffic.

- **SLOW RAILROADING FOR LUMBER** will continue until the U.S. Supreme Court or the ICC decides the issue. The injunction prohibiting the Union Pacific from offering the service has been stayed for six months while that road appeals the case. The injunction, issued by the federal district court at Des Moines, Iowa, would forbid wilfully delaying carload shipments of lumber at the request of shippers whose marketing arrangements are thereby facilitated (RA, April 13, p. 7).

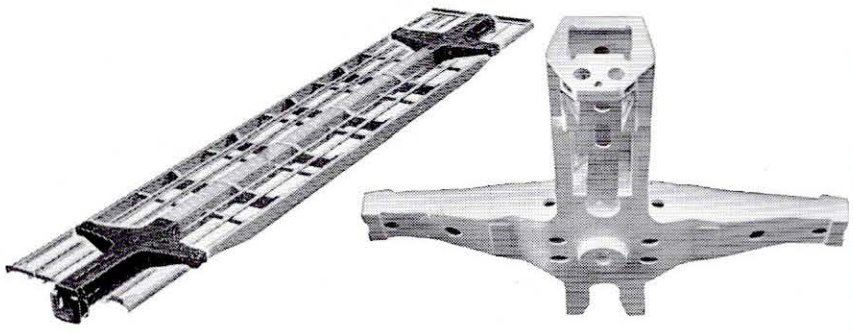
MEANWHILE, another lumber-service case is pending at the ICC. That's I&S No.7050, which involves suspended tariffs whereby several roads, other than UP, propose to publish slow-service arrangements for lumber. The period for which these tariffs were suspended expires June 1. UP pleadings in court predict that the Commission by then will issue a report resolving the issue by announcing principles to guide railroads "with respect to the performance of slow or delayed service and whether such service may or may not be performed without extra charge published in tariff form."

- **BROADENED VOLUME RATE PLAN** for coal has now been brought to the ICC by eastern railroads in seven tariffs published to become effective May 15. The tariffs would extend to other Middle Atlantic coastal areas the discount-for-volume plan recently installed at New York (RA, March 9, p. 49).

THE PLAN is the railroads' answer to a threat that much coal on which they get hauls could be displaced by imported residual fuel oil. Areas to which the new tariffs would extend the plan are Long Island, New Jersey coastal points, Philadelphia, Wilmington and Baltimore.

Where railroad progress is cast in steel....

Many Great Northern Box Cars roll across America's road beds—equipped with General Steel one-piece underframe ends that assure dependable, long-life service.



Underframes with one-piece cast steel ends provide great strength, eliminate body bolster failures, resist rust and corrosion and simplify car construction or rebuilding.

General Steel underframe ends provide the following features for new or rebuilt cars: integral body bolsters, draft gear stops, strikers, coupler carriers, center fillers, center plates and side bearing pads.

For over 50 years, General Steel has proved its unequaled ability to extend the life of railroad equipment through the application of cast steel products.

General Steel engineering utilizes the great strength and minimum weight of one-piece steel castings... together with their extra ruggedness and freedom from maintenance... to cut operating expenses for rail and industrial users the world over.

An investment in General Steel products today means a more profitable future.

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Each year, more and more railroads are discovering the advantages of Agronyl R. It's a unique type of herbicidal oil . . . and it has proven, over and over again, to be highly effective and truly economical.

Because of its inherent structure, Agronyl R can be sprayed on weed-filled roadbeds with minimum drift. It stays where it is put, and resists wash off in heavy rains.

And, by *self-application* of Agronyl R, many railroads have cut the cost of weed control and adjusted the timing for increased effectiveness.

For complete information on the Agronyl R Weed Control Program, including usage, application data and equipment, contact Mobil Oil Company, Railroad Department, 150 East 42 Street, New York 17, N. Y., or 59 East Van Buren Street, Chicago 5, Illinois.

Mobil

RAILROAD PRODUCTS

How TTX Gets Top Car Use

Last year the average serviceable railroad freight car traveled 42.5 miles a day.

The Trailer Train Company gets better than four times that national average from its cars.

How does the car-pool firm do it?

"Utilization is the basic concept of our whole operation," answers General Manager J. E. Wightman, Jr. "It was built into the company from the start."

Mr. Wightman lists the following procedures Trailer Train has operated under since it was founded just over three years ago:

- It provides a standardized piggyback car which can operate in interchange and be easily loaded and unloaded at standard terminals.
- It pools car supply to meet the fluctuating demands of individual railroads, while keeping total car requirements to an efficient minimum. Leasing of the cars is on a pool basis so Trailer Train members can interchange them without regard to whose car is whose.
- It charges incentive rentals which encourage users to keep cars moving.

Trailer Train's success can be measured by its exceptionally high rate of car utilization and also by the steady growth of its membership, which now includes 11 railroads and one freight forwarder. Its equipment fleet totals 1,914 cars. They carry, it is estimated, nearly 40% of all piggyback shipments moving today. (A description of the latest additions to the TTX fleet—800 85-ft flat cars—begins on page 16 of this issue.)

Trailer Train's present railroad membership includes the Pennsylvania, Frisco, Wabash, Missouri Pacific, Burlington, Missouri-Kansas-Texas, Norfolk & Western, Chicago & North Western, Boston & Maine, Baltimore & Ohio, and Cotton Belt. It was revealed last week that the Trailer Train directors had accepted the Western Pacific's application for membership.

"Standardization is the pillar on which Trailer Train is built," Mr. Wightman says. "It fosters economy by pooling the purchasing power of our members so we can buy equipment in large quantity, and of course it helps utilization in operations, particularly interchange."

The company's cars are of three standard lengths: 85 ft, 75 ft and 50 ft. They all have the same basic design and features—roller bearings, heavy duty rubber draft gears, ride control trucks and multiple wear wheels—which are aimed at good utilization both over the road and in terminals.

Efficient terminal operations are aided by the fact that TTX cars will take any length or type of trailer offered, without modification. The cars are equally suited for all four piggyback plans. In addition, the cars are equipped with a custom-designed guide rail which automatically lines up the tires as a trailer is backed onto a string of cars. Most Trailer Train cars use the ACF Trailer Hitch tiedown, which means they can be loaded and unloaded with maximum speed.

Trailer Train's maintenance arrangements are also designed for efficient utilization. Running inspection and maintenance is performed as with any other freight cars. Shopping, when necessary, is carried out by any member road and billed to Trailer Train under AAR billing procedure.

"This is a tremendous asset in our utilization performance," Mr. Wightman comments. "If Trailer Train had to route the car to a specified home shop for work to be done, an enormous amount of time would be wasted in unnecessary travel." Instead, Trailer Train has the work done by the member with custody of the car in the nearest adequate shop. Modification program work is handled the same way.

Because of its standard car design, Trailer Train can and does shuffle cars among its member railroads to meet individual fluctuations in piggyback shipments. This is an important factor in overall utilization because it means that Trailer Train cars are seldom idle.

"In practice," says Mr. Wightman, "we find that the peak car requirements of individual roads tend to balance each other. For example, our members in the Southwest have a heavy movement of perishable produce in refrigerated trailers in late summer. In early fall our Eastern members reach a peak in piggyback merchandise shipments. Because we are a pool operation we can meet these peak demands by shifting surplus cars from the Southwest to the East, and thus get maximum utilization."

Also, he continues, this means that Trailer Train's fleet of cars can be substantially smaller than the total of the individual members' maximum requirements—with a resulting saving in overall capital investment to the railroads

Trailer Train's leasing contracts facilitate the pool concept. Member railroads do not lease individual cars by specific car number. Instead, they tell Trailer Train the quantity they require and are billed monthly for the cars they actually use.

Trailer Train's rental arrangements are entirely designed to encourage utilization. Rates per car are based on two things: a flat per diem fee and a flexible mileage charge that goes down as utilization goes up.

Obviously, the mileage rates are an incentive to members to keep cars moving. For example, the rates per mile for minimum utilization (80 miles per day) are approximately twice as high as the rates for a 250-mile daily average. The average car mile per day for a calendar month on any member road determine what the road's mileage charge will be for that month.

The per diem charge assures Trailer Train some revenue when a car is not getting maximum use or is idle. However, in keeping with the pool car supply concept, the per diem rate is cut in half whenever a car is idle for a full day. After five idle days the member has the right to return the car to Trailer Train responsibility and be freed of all charges. Conversely, Trailer Train has the right to recall from any member road a car that has not been used in the last 15 days. Together these two provisions help keep surplus cars moving productively.

These rental arrangements apply only to cars which are on a member's lines. As soon as a given car is inter-

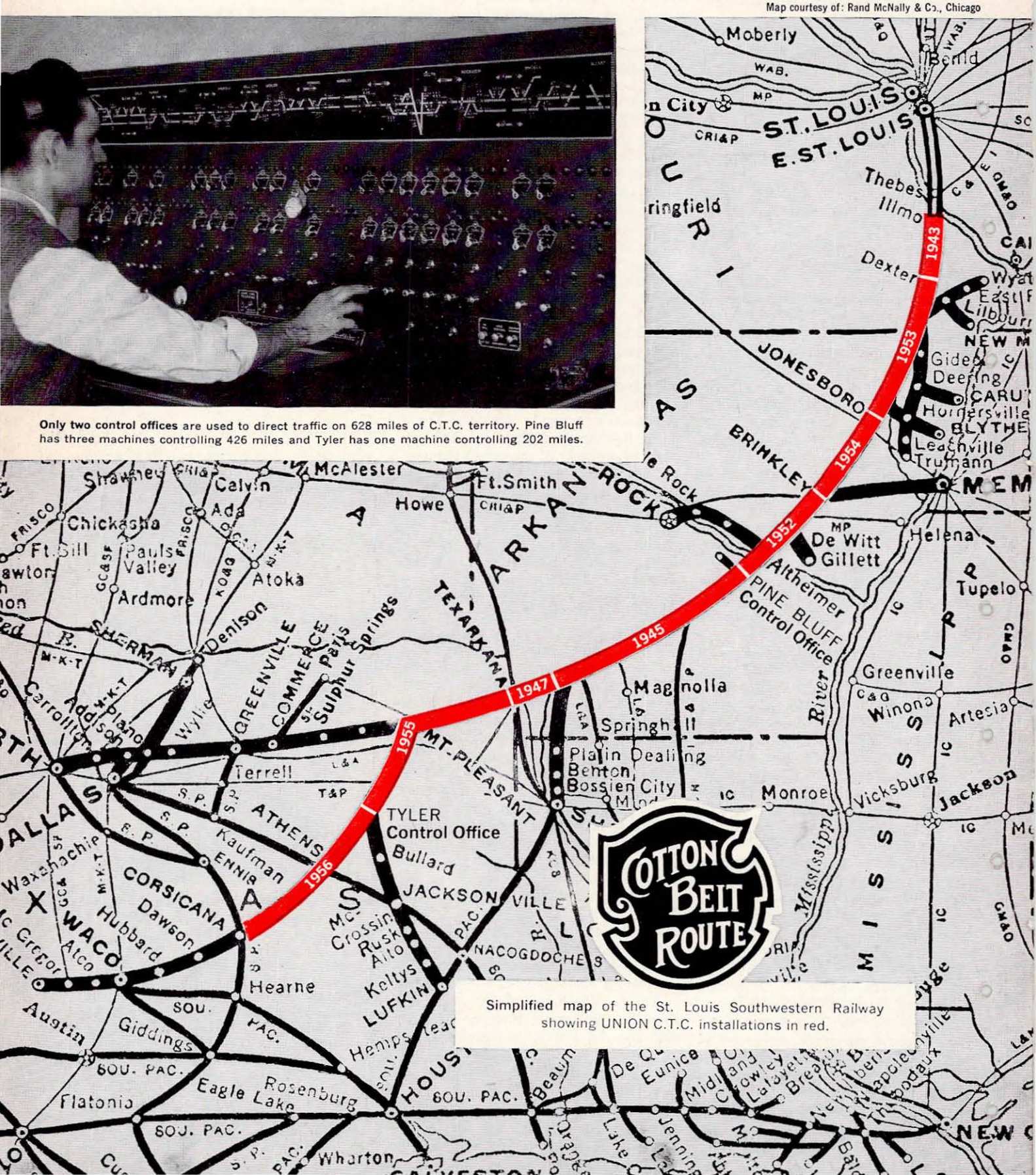
(*Continued on page 22*)

PAUL R. TURNER has been named president of the Trailer Train Company, effective April 1. He succeeded James P. Newell, vice president—operations of the Pennsylvania. Mr. Turner retired March 31 as director of sales for the Electro-Motive Division of the General Motors Corporation.

628 miles of C.T.C. second track

Map courtesy of: Rand McNally & Co., Chicago

Only two control offices are used to direct traffic on 628 miles of C.T.C. territory. Pine Bluff has three machines controlling 426 miles and Tyler has one machine controlling 202 miles.



eliminated need for on COTTON BELT

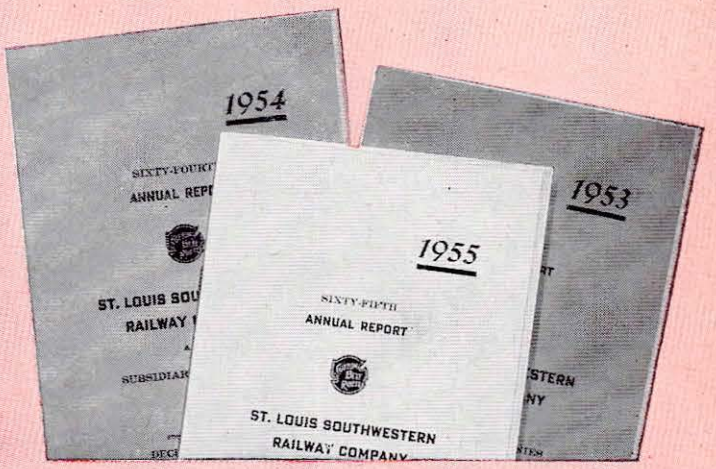
THE BENEFITS OF C.T.C. on extensive sections of single track are being demonstrated on the St. Louis Southwestern. This railroad was faced with heavy increases in traffic and the need for faster service back in 1943. Management officials decided not to add a second main track but to increase capacity of the existing single track by installing Centralized Traffic Control.

The first installation was on 47 miles of track between Illmo and Dexter, Missouri. Since then, 581 additional miles of UNION C.T.C. have been installed, making one continuous stretch from Illmo to Corsicana, Texas.

The Cotton Belt specializes on fast freights both southbound and northbound. The extensive C.T.C. installations enabled them to speed up traffic safely and make substantial reductions in operating costs.

Economic advantages. On two recently completed sections totaling 141 miles, the annual return on the investment was estimated at 20%.

This program has given ample proof that UNION C.T.C. has been successful in paying for itself quickly and helping the railroad to meet and beat competition. Let us show you what it can do for you.



Annual Reports show consistent program of improvement with C.T.C., which was supplied by Union Switch & Signal

Starting in 1943, the St. Louis Southwestern Railway Company has maintained a program of improvement with UNION Centralized Traffic Control which increased track capacity, speeded up schedules and reduced operating expenses. Today, they have 628 miles of C.T.C. in one continuous stretch and are reaping the benefits of this farsighted program.

"Pioneers in Push-Button Science"

UNION SWITCH & SIGNAL

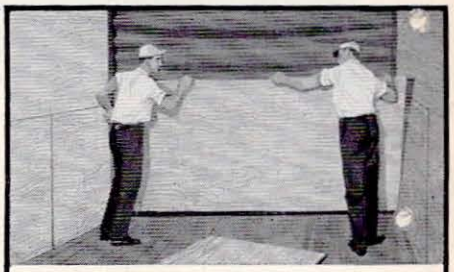
DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

SWISSVALE, PENNSYLVANIA

NEW YORK . . . PITTSBURGH . . . CHICAGO . . . SAN FRANCISCO

Fir Plywood modernize

Only Exterior Fir Plywood car lining has all these advantages:



LOW COST—Easy to install fir plywood lining speeds work . . saves 50 per cent and more in labor costs alone.

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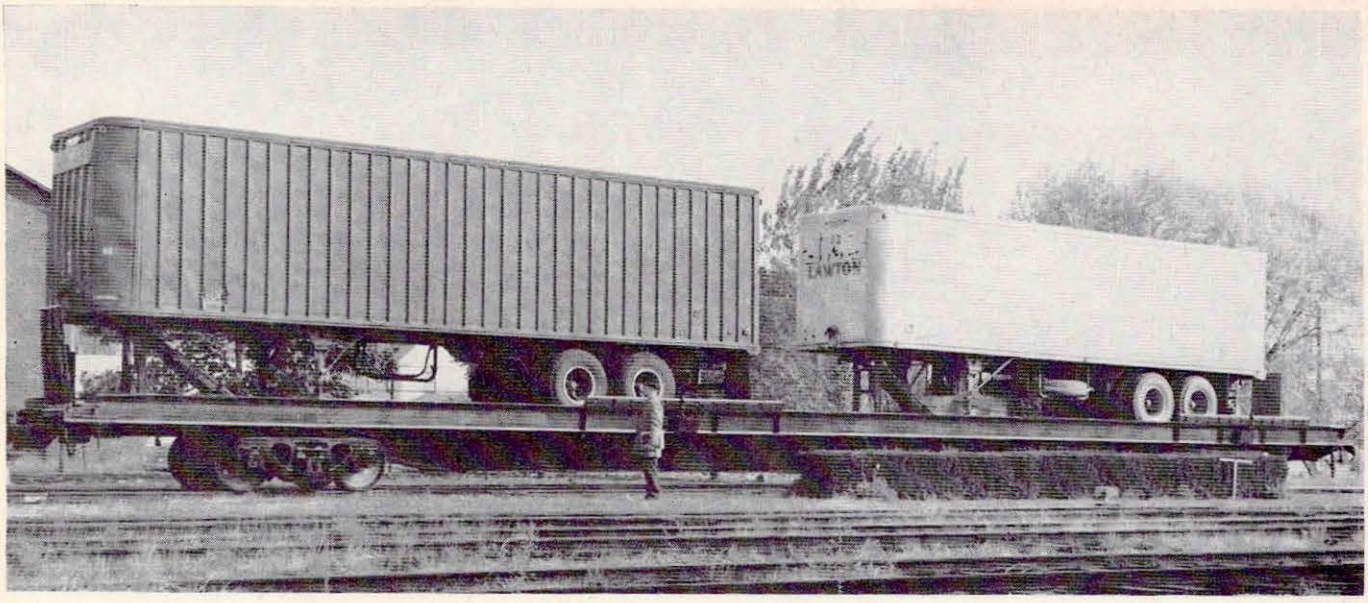
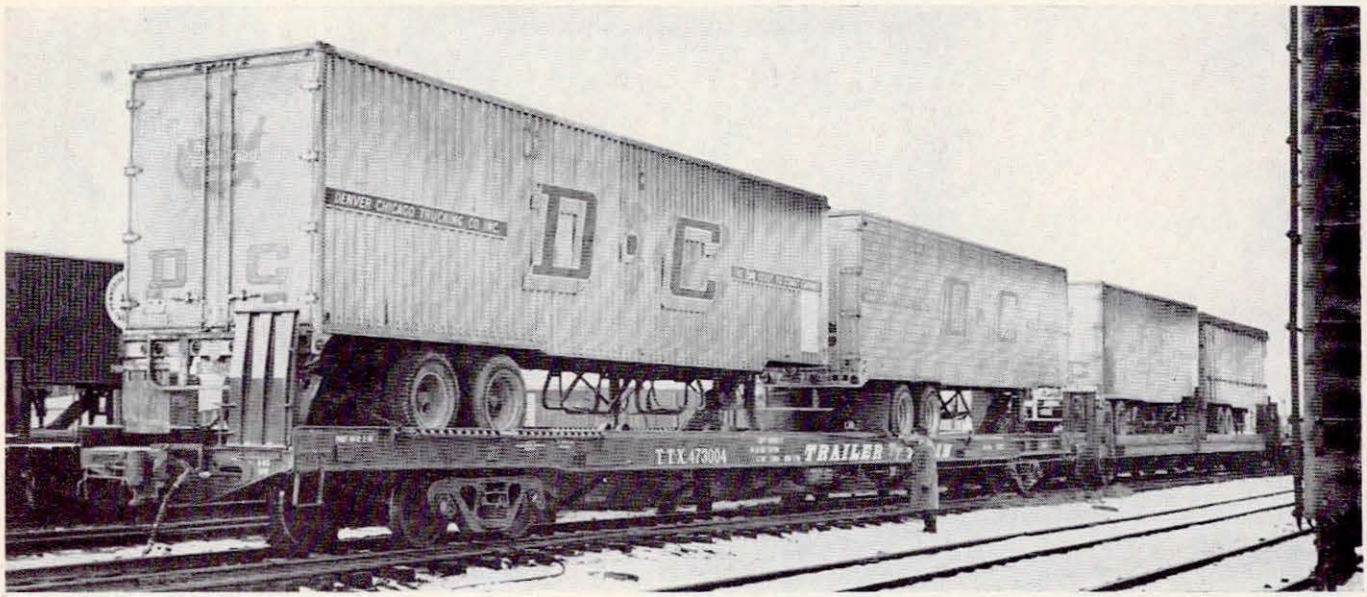


CAR BUILT BY ACF is characterized by its structural channel side sills and wood decking. On all new TTX cars, the 13-ft overhang from truck center to coupler pulling face makes necessary a provision for extra coupler swing.

Trailer Train Adds New Cars to



CAR BUILT BY PULLMAN-STANDARD has all steel deck and fabricated side sills. Cars from both builders weigh about 70,000 lb. Earlier 75-ft flat cars acquired by Trailer Train were over 5 tons heavier.

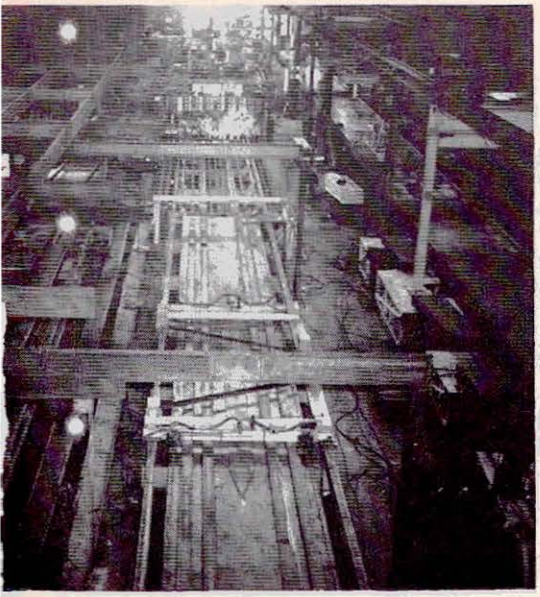
The country's largest fleet of 85-ft piggyback cars is owned by Trailer Train.

The big cars—800 of them—were received during the past few months, bringing the car-pool company's fleet up to 1,914 units. Previously, the TTX fleet consisted of 828 two-trailer, 75-ft flat cars, and 286 single-trailer, 50-ft flat cars.

Trailer Train originally placed an order for 400 of the 85-ft flat cars, divided equally between the American Car & Foundry Division and the Pullman-Standard Car Manufacturing Company. Each half of the order was almost immediately doubled because of rapidly expanding piggyback traffic.

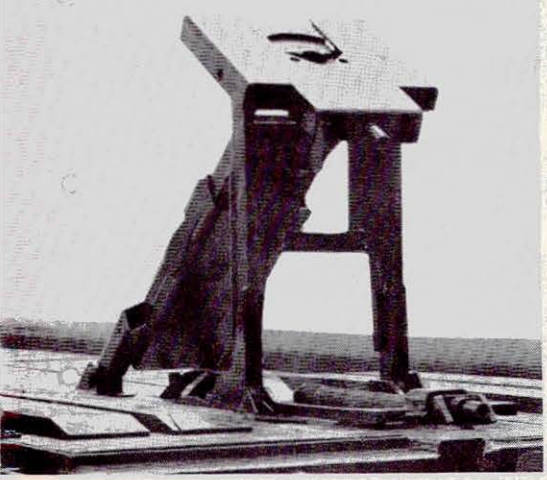
Initially, each car was to have a spread center sill rather than one of more conventional design. However, engineering design and development for such a weight-saving sill could not be completed in time to be incorporated in the new cars. The center sill finally used is a box-type section.

While there are variations in design details, basic dimensions and characteristics of the ACF and Pullman-Standard cars are the same. The length over strikers is 85 ft 8 in. One of the cars can handle two refrigerator trailers, each of 40-ft length and 65,000 lb



PRODUCTION LINE included elaborate welding jigs at Pullman plant.

Its Fleet



TRAILER HITCH, made by ACF, is on all 800 of the 85-ft TTX cars.

gross weight. Nominal car capacity is 70 tons.

The cars, uncoupled, are capable of operating on a 180-ft radius curve. The specification calls for them to operate coupled through a 375-ft radius curve or through a No. 8 turnout. To make this possible, the striker openings at the ends of the center sill are about twice normal width. This allows

(*Continued on page 20*)

PARTIAL LIST OF EQUIPMENT SUPPLIERS

Side frames and bolsters American Steel Foundries
Birdsboro Steel Foundry & Machine Co.
National Malleable & Steel Castings Co.
Scullin Steel Co.
Symington-Gould Co.

Axles ..... Bethlehem Steel Co.
United States Steel Corp.

Wheels ..... Armco Steel Corp.
Bethlehem Steel Co.
Edgewater Steel Co.
Standard Steel Works Div.
United States Steel Corp.

Roller bearings ..... Hyatt Bearing Div.
Timken Roller Bearing Co.

Roller bearing adaptors .. National Malleable & Steel Castings Co.

Truck brake levers and bottom connections .... Schaefer Equipment Co.

Springs ..... Alco Products, Inc.
Henry Miller Spring & Mfg. Co.
Standard Steel Works Div.
Union Spring & Mfg. Co.

Ride Control parts ..... American Steel Foundries
National Malleable & Steel Castings Co.

Brake beams ..... American Steel Foundries
Apex Railway Products Co.
Buffalo Brake Beam Co.
Chicago Railway Equipment Co.

Brake beam wear plates Pittsburgh Forgings Co.

Brake shoes and keys .... American Brake Shoe Co.

Air brake equipment ..... New York Air Brake Co.
Westinghouse Air Brake Co.

Couplers ..... American Steel Foundries
National Malleable & Steel Castings Co.
Symington-Gould Co.

Coupler yokes ..... Buckeye Steel Castings Co.
McConway & Torley Corp.
National Malleable & Steel Castings Co.
Symington-Gould Co.

Uncoupling device ..... Standard Railway Equipment Div.

Draft gears ..... W. H. Miner, Inc.
National Malleable & Steel Castings Co.

Hand brakes ..... National Brake Co.
Universal Railway Devices Co.

Side bearings ..... Pullman-Standard Car Mfg. Co.
A. Stucki Co.

Slack adjuster ..... American SAB Co.

Cotter keys ..... Gustin-Bacon Mfg. Co.

Branch pipe Tee anchor .. Illinois Railway Supply Co.

Pipe clamps ..... Central Railway Supply Co.

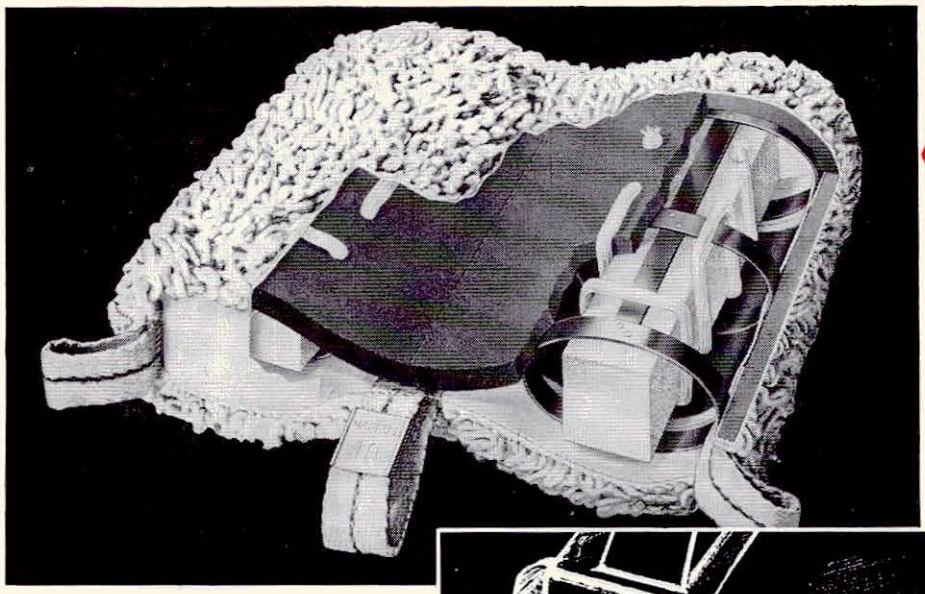
Trailer hitches ..... American Car & Foundry Div.

Safety chains ..... Campbell Chain Co.

Car cement ..... Flintkote Co.

Paint ..... Pittsburgh Plate Glass Co.
Sherwin-Williams Co.

NOW MAGNUS OFFERS The REALISTIC to the freight car

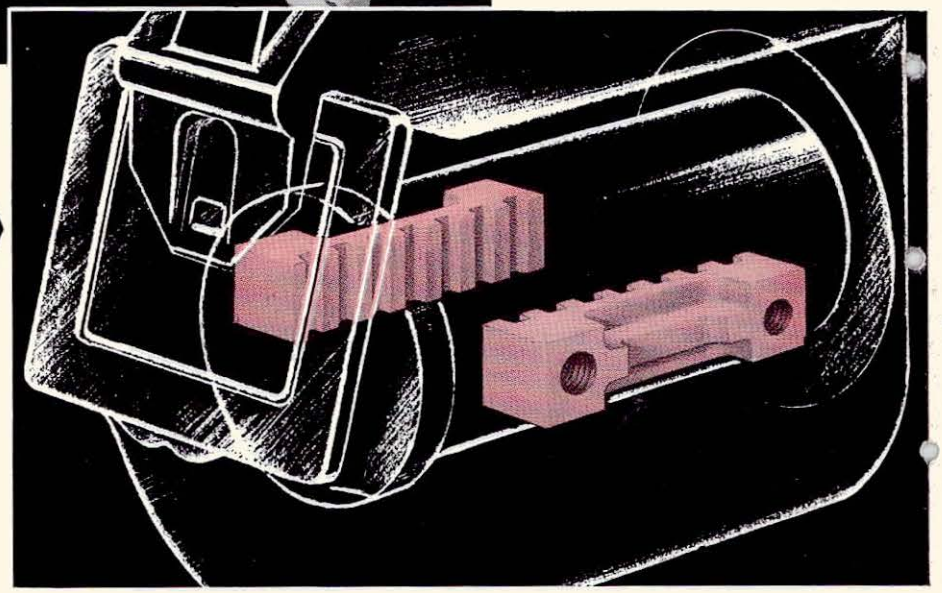


MAGNUS LUBRICATOR PADS

assure an abundant supply and maximum flow of oil to the journal

three-way wicking

– rugged, one-piece twin-lobe construction



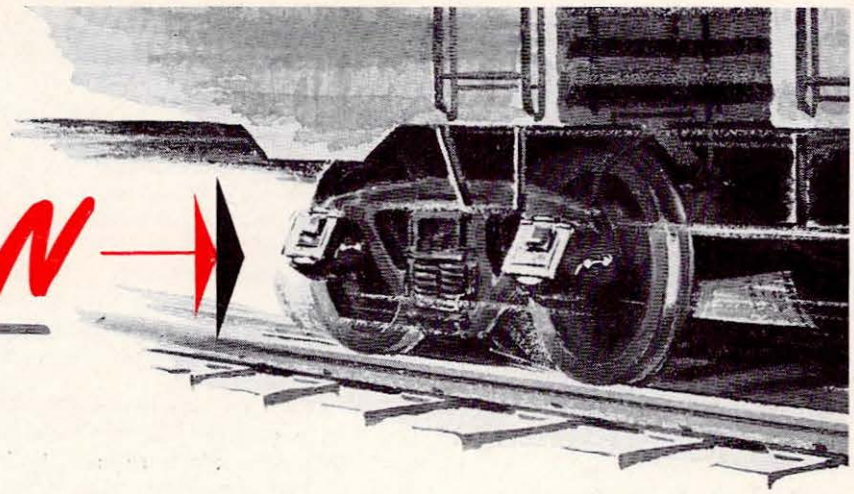
MAGNUS R-S JOURNAL STOPS

stabilize the entire journal box assembly

– cut hot boxes 90%

– double bearing life, lower maintenance costs.

MAGNUS METAL CORPORATION *Subsidiary of* **NATIONAL LEAD COMPANY**



SOLUTION

hot box problem

Magnus Lubricator Pads and R-S Journal Stops offer a low-cost combination that eliminates the principal causes of hot boxes — makes it possible to get the kind of bearing performance you want without sacrificing any of the advantages inherent in standard AAR solid bearing assemblies.

Now you can greatly increase bearing efficiency and cut overall costs, too. You can get up to 5,000,000 car miles per road failure of a bearing at the same time you cut the maintenance and service attention required. Best of all, you can do this at a price you can afford to pay — right now. You increase new car costs less than 2% — and reduce car maintenance costs over 10% — get your money back in less than 3 years. Here's how:

Step No. 1 — Magnus Lubricator Pads — In the Magnus pad you get all the known best qualities of pad construction in a sturdy one-piece twin-lobe design. There's 3-way wicking (circumferential, internal and center feed) from an abundant oil supply. Each pad holds more than 2.5 times its weight of oil — better than 5.9 pints for the 6" x 11" size. Thoroughly tested elliptical steel springs, completely enclosed and firmly connected, eliminate sponge-type uplift media — assure constant contact of the pad with the journal. Polyurethane cores feed oil to internal wicks and increase the oil reservoir supply, internal wicks are not entrapped — are readily cleaned through normal reclamation process. The cover is heavy pre-shrunk duck, tufted with premium quality cotton yarn and backed by high-capillarity felt. In all, it's a lubricator pad designed by bearing experts to give you the performance you want and need.

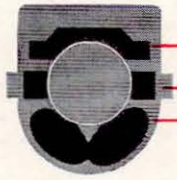
Step No. 2 — R-S Journal Stops — Engineered and pioneered by Magnus, R-S Journal Stops stabilize the entire journal bearing assembly — give the bearing a chance to work at optimum efficiency. They double bearing and dust guard life, will make possible the development and application of a low-cost rear seal. They are a must to get the maximum safe period between re-packs.

R-S Journal Stops keep pads in proper position at all times. Misalignment is just impossible. By restricting axle movement they prevent pad compression, too — will make longer pad life possible, and reduce pad dependence on resiliency to maintain journal contact. You get constant uninterrupted wicking — and when used with the Magnus pad that means the maximum flow of oil to the journal.

Yes, with these two Magnus developments you can get the best in bearing performance *at the lowest possible* cost. And you still have all the advantages of standard AAR solid bearing assemblies — ease and simplicity of maintenance, complete interchangeability (with parts available and applicable at any point on the railroad), highest load and speed ratings, light weight, and all the many others.

Ask your Magnus representative to give you details on the Magnus pad and the R-S Journal Stops. Or write to Magnus Metal Corporation, 111 Broadway, New York 6, or 80 E. Jackson Blvd., Chicago 4.

MAGNUS



SOLID BEARINGS
R-S JOURNAL STOPS
LUBRICATOR PADS

GEARED TO PROGRESS
RPI MEMBER

TRAILER TRAIN ADDS NEW CARS (*Continued from page 17*)

sufficient swing for the swivel-shank, Type F interlocking couplers.

Both builders used fabricated center sills. The Pullman-Standard design is based on the use of the built-up sill and a 7/16-in. low-alloy, high-tensile deck plate which extends from end to end of the car. The plate integrates all parts of the load-bearing structure and serves as the center sill top cover plate.

ACF says its experience has shown that center sill design for a two-trailer flat car will be most flexible and economical when the built-up, welded sill is used in place of one formed from standard rolled shapes.

In both the ACF and Pullman-Standard designs, a box-type section 30-in. deep extends through the center of the car. Each is a fish-belly arrangement with welded body-bolsters and built-up draft-sill and end-sill arrangements. In both designs, the side sills extend up to form the tire rub rails.

All the new cars are equipped with ACF trailer hitches and rubber draft gears. Conventional all-welded bridges are used at the car ends. The deck of the Pullman-Standard car is drained with a series of holes. A diamondette plate along each side sill forms the non-skid surface for tractor and trailer tires.

The ACF cars use oak planks for this driving surface. The penta-chlorophenol-treated planks are spaced ½ in. apart to make the surface self-clearing. They are supported so as to be flush with the top of the center sill and extend out from each side to the side sills.

Trucks are equipped with 6- by 11-in. roller bearings, unit-type brake beams, and Ride Control units with 3-11/16 in. spring travel..

Since completion of the 800 Trailer Train cars, the production lines set up by the two builders have continued to operate. The designs developed for TTX have been sold to six other customers: Union Pacific, Denver & Rio Grande Western, Florida East Coast, Chesapeake & Ohio, North American Car Corporation, and the St. Louis Southwestern. (The Cotton Belt is now one of the Trailer Train Company's member railroads. It had ordered its cars, however, before joining the car-pool company.)

Railroading After Hours with Jim Lyne

TROUBLES IN MEXICO—The Mexican railways are having a lot of union trouble—promoted by the Communists, according to reliable reports. In fact, many months ago a U.S. union executive predicted to me that what has been happening was going to happen. A bunch of the trouble-makers are now in the hoosegow, so maybe the agitation will subside.

A traffic officer of a large U.S. railroad (who knows Spanish and is well acquainted in Mexico) speaks highly of the head of the National Railways, Benjamin Mendez. He doesn't believe honest labor officials would have any trouble whatever in getting reasonable treatment from Señor Mendez.

There is a new president in Mexico and a new chief railway executive—and probably the subversives are testing them out, to find out whether they're hard or soft. From the number of trouble-makers already in the clink, and the fact that a couple of Russian diplomats have left for home (by request), it looks as if the inquirers are getting their answer.

PRAISES ERNEST MARSH—The Washington newsletter "Human Events" has printed some well-merited praise for Santa Fe President Ernest Marsh, for his outspoken opposition to government invasion of transportation. Mr. Marsh said, in effect, that he couldn't see why a Kansas farmer ought to have to pay part of the cost of flying planes 20,000 ft. over his head; or for a lot of canals in Illinois and elsewhere—or for gifts of public money to railroads, either.

Railroads have followed an austere course of staying away from the public feed-trough—but too few people know about it, or give them any credit for their position. Look at the electric utilities—blowing the horn constantly (and justifiably) about the unequal competition they're getting from federal power development. But that doesn't keep them from barging a lot of their fuel on toll-free waterways.

FORESIGHTED ADMIRAL—Admiral H. G. Rickover, atomic energy pioneer, warned an audience the other day that the high U.S. standard of living may be a handicap rather than an advantage, in our present international position. The Communists don't have to have as much productive capacity as we do to be ahead of us—if they concentrate on products with military value, while most of our effort goes into luxuries for consumers.

Specifically, the admiral doesn't think we are very smart in our overdependence on highway transportation, while we let the railroads languish. He suggests that, if present trends continue, it may be necessary to strengthen our mass transportation facilities at public expense. Under war conditions, primary dependence on highway transportation "could prove a liability."

RR RADIO ENTHUSIAST—President Bob Huyler of the L&HR is an all-out booster for train radio. His road is completely equipped—and his enthusiasm derives, not so much from the advantages he expected of the equipment, but from a lot of "fringe benefits."

For example, not long ago a highway truck swerved off the road and fell into a railway cut. A nearby neighbor saw the accident, phoned the state police—who called the railroad's dispatcher. The dispatcher reached the engineer of an approaching train on the radiophone. Without this warning, the train would probably have hit the truck and its two entrapped and injured occupants. Mr. Huyler says that such incidental advantages of the radio come to light continually.

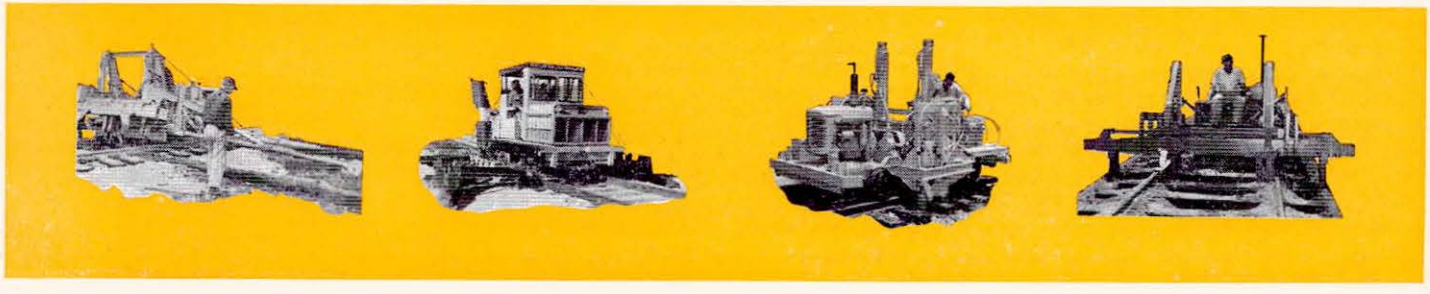
KERSHAW

During the past 10 years, Kershaw Manufacturing Company has originated, developed and marketed a host of trackwork machines for the increased efficiency and economy in the maintenance of the world's railroads. Machines such as the Kershaw Ballast Regulator, the Kershaw Jack-All, the Kershaw Track Broom, and many, many others have kept alive the Kershaw tradition — a tradition began by Kershaw in 1914 in the railroad contracting field and maintained during the past 45 years.

But the Kershaw tradition contains more than memories of the past! Engineers at Kershaw today are designing, planning and testing even more new machines — machines to further aid railroads in the solution of their maintenance problems. Experts in various phases of management have been added to make the Kershaw team stronger than ever. At Kershaw, we're proud of the past, and constantly looking to the • • • **FUTURE.**

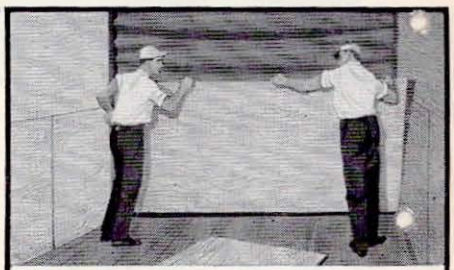
KERSHAW
MANUFACTURING CO. INC
MONTGOMERY ALABAMA

NOW, MORE THAN EVER, RECOGNIZE THIS SYMBOL OF LEADERSHIP!



Fir Plywood modernize

Only Exterior Fir Plywood car lining has all these advantages:



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KERSHAW
MANUFACTURING CO. INC
MONTGOMERY ALABAMA

NOW, MORE THAN EVER, RECOGNIZE THIS SYMBOL OF LEADERSHIP!

HOW TTX GETS TOP CAR USE (*Continued from page 13*)

changed to another Trailer Train member the responsibility for per diem and mileage shifts to the second road. This greatly simplifies interline paper work. But the greatest advantage of the arrangement occurs in operations at terminals.

In a piggyback terminal that includes several Trailer Train members, as at St. Louis, there is no need to spot cars for a particular loading order. Any member railroad can pick up any Trailer Train car there for destination, without regard to "home route" complications. Thus, utilization is kept at a maximum and empty car miles (which are paid for at the same rates) are kept at a minimum.

Helping to make all these factors work together is Trailer Train's own car distribution section, headed by E. F. Martin. He gets daily utilization reports from each member road covering the number of cars they have in service, and the number that are idle, in storage, or shopped. Members also tell Mr. Martin how many cars they require on a day-to-day basis, and he assigns the surplus from member to member as needed.

There are two exceptions to the TTX rental and pool arrangements described above. When a Trailer Train car is interchanged to a non-member railroad, full responsibility for mileage and per diem remains with the member which sent it off line. In such cases it is up to the member to collect adequate rentals from the non-member.

The final exception involves U. S. Freight Co., Trailer Train's freight forwarder member. U. S. Freight is a full proprietary member of the company. But it pays only a flat per diem charge for its equipment and has an assigned group of cars. Even on this basis, the more the forwarding company increases its average utilization, the more profitable participation in Trailer Train becomes to it. The result: U. S. Freight has been turning in exceptionally high daily average mileages per car.

Trailer Train has been buying additional equipment at a steady rate to keep up with growth in piggyback. Car procurement is based on a quarterly forecast of car requirements for the next twelve months which each member road makes to Mr. Wightman. These form the basis for car orders. The company bought 800 cars in 1958. Mr. Wightman will make no specific prediction for 1959, but says: "If we continue to grow we will have to have more cars, and I fully expect Trailer Train to grow."

Although it has specialized on a conventional form of piggyback car, Trailer Train is not committed to any particular design. "We will buy any type of equipment our members want or have need for," Mr. Wightman says. "Up to now, our members have considered circus-type loading on a standard flatcar adequate for all their needs, but we are by no means opposed to other systems."

If Trailer Train has a surplus of cars beyond the immediate requirements of member roads, it leases the cars to non-member roads that can use them. But at all times, the 11 member railroads have first call on any surplus.

Trailer Train's cars are basically of the standard flatcar type and can easily be adapted to other loadings. On occasion they have been used for shipping Post Office department trucks. Some cars are now in use shipping new trucks to seacoast ports for export.

Summarizing the objectives of Trailer Train's utilization arrangements, Mr. Wightman says: "The per mile cost to members for Trailer Train cars is lower than under almost any other method of obtaining cars yet devised. We have accomplished this despite the relatively high cost of our specialized equipment by inducing a high utilization which brings down the use cost for everyone. I don't believe it could be accomplished except in a pool operation such as ours."

At the end of 1958 Trailer Train's car fleet was rolling up an average 6,500,000 car miles a month—90% of it loaded movement. This represents a lot of freight revenue efficiently handled, thanks to the substantial savings Trailer Train makes possible for its member owners.

Dividends Declared

ATLANTIC COAST LINE.—5% non-cumulative preferred, $2.50, semiannual, payable May 11 to holders of record Apr. 24.

BANGOR & AROOSTOOK.—40¢, paid Mar. 30 to holders of record Mar. 13.

BESSEMER & LAKE ERIE.—$1.50 preferred, 75¢, semiannual, paid Apr. 1 to holders of record Mar. 14.

BOSTON & ALBANY.—$2, paid Mar. 31 to holders of record Mar. 20.

CHICAGO GREAT WESTERN. — common, 50¢, quarterly, paid Apr. 6 to holders of record Mar. 20; 5% preferred, 62½¢, quarterly, paid Mar. 31 to holders of record Mar. 20.

CHICAGO, ROCK ISLAND & PACIFIC.—40¢, quarterly, paid Mar. 31 to holders of record Mar. 20.

DAYTON & MICHIGAN.—common, 87½¢, semiannual, paid Apr. 1 to holders of record Mar. 13; 8% preferred, $1, quarterly, payable Apr. 7 to holders of record Mar. 13.

ELMIRA & WILLIAMSPORT.—$1.16½, semiannual, payable May 15 to holders of record Apr. 20.

ERIE & PITTSBURGH.—guaranteed 87½¢, quarterly, paid Mar. 10 to holders of record Feb. 27.

GULF, MOBILE & OHIO.—common 50¢, quarterly, paid Mar. 16 to holders of record Feb. 24; $5 preferred, $1.25, quarterly, payable Sept. 14 to holders of record Aug. 21.

ILLINOIS CENTRAL.—50¢, quarterly, paid Apr. 1 to holders of record Mar. 2.

KALAMAZOO, ALLEGAN & GRAND RAPIDS.—$2.90, semiannual, paid Apr. 1 to holders of record Mar. 14.

KANSAS CITY SOUTHERN.—common, $1, paid Mar. 16 to holders of record Mar. 3; 4% non-cumulative preferred, 50¢, quarterly, paid Apr. 15 to holders of record Mar. 31.

MAHONING COAL.—$7.50, paid Apr. 1 to holders of record Mar. 27.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.—50¢, semiannual, paid Mar. 26 to holders of record Mar. 6.

MISSOURI PACIFIC. — Class A, 60¢, quarterly, paid Apr. 1 to holders of record Mar. 20.

NORFOLK & WESTERN. — 4% preferred, 25¢, quarterly, payable May 8 to holders of record Apr. 16.

NORTHERN PACIFIC.—50¢, quarterly, payable Apr. 30 to holders of record Apr. 10.

NORWICH & WORCESTER.—$2, quarterly, paid Apr. 1 to holders of record Mar. 10.

ONTARIO & QUEBEC.—$3, semiannual, payable June 1 to holders of record May 1.

PITTSBURGH, FT. WAYNE & CHICAGO.—common, $1.75, quarterly, paid Apr. 1 to holders of record Mar. 10; 7% preferred, $1.75, quarterly, paid Apr. 7 to holders of record Mar. 10.

PROVIDENCE & WORCESTER.—$2.50, quarterly, paid Apr. 1 to holders of record Mar. 16.

READING.—4% 2nd preferred, 50¢, quarterly, paid Apr. 9 to holders of record Mar. 12; common, 25¢, payable May 14 to holders of record Apr. 9.

RICHMOND, FREDERICKSBURG & POTOMAC.—common and dividend obligations, 75¢, quarterly, paid Apr. 1 to holders of record Mar. 20.

ST. LOUIS-SAN FRANCISCO.—5% preferred A, $1.25, quarterly, payable Mar. 16, June 15, Sept. 15 and Dec. 15 to holders of record Feb. 2, June 1, Sept. 1 and Dec. 1, respectively.

ST. LOUIS SOUTHWESTERN.—$130, from earned surplus accumulated during court litigation over the rights of preferred and common stockholders, paid Mar. 12 to holders of record Mar. 3.

SEABOARD AIR LINE. — 50¢, quarterly, paid Mar. 27 to holders of record Mar. 16.

SOUTHERN.—M&O stock certificates, $2, semiannual, paid Apr. 1 to holders of record Mar. 16.

SOUTHERN PACIFIC.—75¢, quarterly, paid Mar. 23 to holders of record Mar. 2.

TEXAS & PACIFIC.—common, $1.25, quarterly; 5% preferred, $1.25, quarterly, both paid Mar. 31 to holders of record Mar. 25.

VERMONT & MASSACHUSETTS.—$3, semiannual, paid Apr. 7 to holders of record Mar. 27.

VIRGINIAN.—50¢. quarterly, paid Mar. 13 to holders of record Feb. 28.

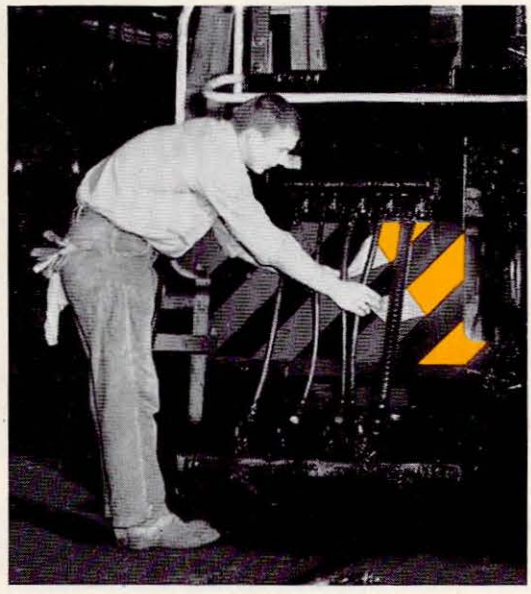
WABASH.—4½% preferred, $4.50, annual, paid Apr. 17 to holders of record Mar. 31; common, $1, paid Mar. 12 to holders of record Feb. 27.

WESTERN MARYLAND.—common, 90¢, quarterly; 4% 2nd preferred, $1, quarterly; 5% 1st preferred, 37½¢ quarterly; 7% 1st preferred, $1.75, quarterly, all paid Mar. 27 to holders of record Mar. 17.

WHEELING & LAKE ERIE.—common, $1.43¾, quarterly; 4% prior lien, $1, quarterly, both payable May 1 to holders of record Apr. 10.

L & N Gets Bright "New Look" with Pre-Masked SCOTCHLITE

REFLECTIVE SHEETING



New system speeds remarking of 733 units — increases nighttime safety

Before long, the entire locomotive fleet—road-freight, passenger, general-purpose, and switching diesels—of the L. & N. will be completely redecorated in a new color scheme. An important element of the line's "New Look" is "Scotchlite" Reflective Sheeting used for medallions, letters, numbers, and striping.

The L. & N. selected "Scotchlite" Sheeting for increased nighttime safety, appearance, durability. But, one of the strongest reasons was the new pre-masked feature that makes application easier—reduces repaint time up to 24 hours.

The markings of "Scotchlite" Sheeting are pressed in position on units that have been prime coated; the front masking is left on. After the final coat of paint has been applied, the front masking is stripped off in seconds—and the unit is ready to roll with its bright "New Look" that's highly visible day and night.

Let us demonstrate how this system can cut costs and improve your method of marking rolling stock. Ask your 3M representative for complete details or write the 3M Co., Reflective Products Division, Dept. FQ-4209, St. Paul 6, Minn.

REG. U.S. PAT. OFF.

SCOTCHLITE

BRAND

REFLECTIVE SHEETING

MINNESOTA MINING AND MANUFACTURING COMPANY

. . . WHERE RESEARCH IS THE KEY TO TOMORROW

. ST. PAUL 6, MINN

3M COMPANY

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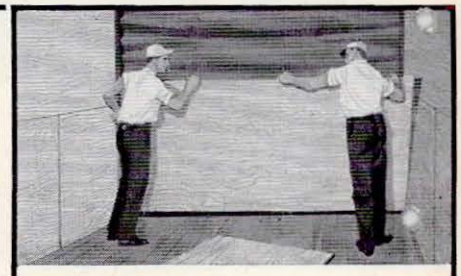
Fir Plywood modernize

Only Exterior Fir Plywood car lining has all these advantages:

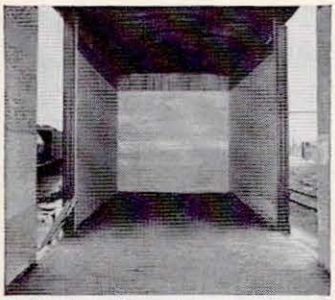


LOW COST—Easy to install fir plywood lining speeds work.. saves 50 per cent and more in labor costs alone.

helps S.P. boxcars fast!

Labor time averages 8 to 10 hours per car, including preliminary framing, relining, cement coating floor.

Air operated stapling guns fasten plywood securely over old lining. Idea is new, works well, S.P. reports.



Re-lined cars have clean, smooth walls that can't snag fragile ladings such as bagged sugar or flour.

New method of stapling fir plywood over damaged lumber lining permits Southern Pacific to upgrade B and C cars to Class A carriers in only one-third the time and half the cost.

SOUTHERN PACIFIC has opened the throttle on one of the biggest car modernizing programs in its history. Work on over 400 cars is proceeding at a good clip and at remarkably low cost at the line's big West Oakland and Roseville (California) yards.

Credit for the outstanding speed and economy with which the job is being done is credited to a new technique; stapling big sheets of Exterior plywood over the old lumber lining.

The method takes only about one-third the time normally required for relining a car with T&G lumber—and cuts total costs just about in half. A big factor in the savings is that the old lining does not have to be torn out, as would have been the case in a lumber re-lining job.

The job is done by a two-man crew who tack panels in place horizontally so that two 4-foot wide sheets make up the required eight foot height. Since most cars are a bit over 17 feet from door frame to end, one 8-foot and one 10-foot long panel cover each course. Vertical joints are staggered. Then two more men follow up for finish stapling, shooting fastenings every six inches around panel edges and over vertical posts spaced 20 inches apart.

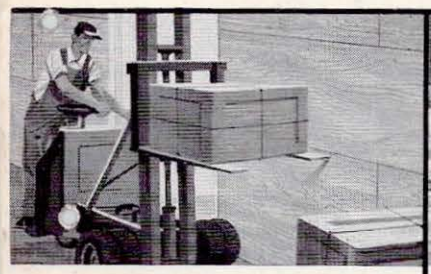
One of the chief advantages of the plywood-stapling method is that cars are out of service for a very short time. Beyond that, it's the best and most economical way of doing the job. But the payoff is in the more valuable ladings which can be carried in a Class A car, and it is often enough to pay off the entire upgrading cost in a single long run.

FOR MORE INFORMATION *write (USA only) for free "Plywood Industrial Uses Portfolio." Douglas Fir Plywood Association, Dept. 192, Tacoma 2, Washington.*

DFPA TESTED QUALITY

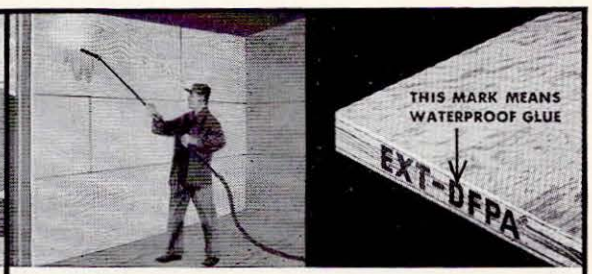
Only panels bearing DFPA grade-trademarks are manufactured under the industry-wide Douglas Fir Plywood Association quality control program. Always look for the letters DFPA.

Fir Plywood



STRONG — Plywood has tremendous impact resistance . . . shrugs off blows that would split ordinary lumber.

SMOOTH — Clean, snag-free fir plywood lining pays off by yielding higher tariffs on fragile ladings.



WATERPROOF — Exterior plywood is made with waterproof marine glue, in several sizes and grades, including overlaid panels with hard, smooth, fused-resin fiber overlays.

France Gets First Dome Car

Tailored for the tourist trade, this 88-passenger, self-powered railcar is one of ten that will go into service in June on the French Riviera and in the Alps. The car, built by Renault at Choisy-le-Roi, is topped by a transparent glass and plastic dome. First dome car in France, it was designed especially for tourist runs. An 800-hp diesel engine lies beneath a soundproof floor in the center section of the car.

Tobin Backs Rail Commuter Aid

Two railroad presidents and the director of the Port of New York Authority agreed last week that some form of commuter relief was needed immediately, but they split on the form—and scope—the relief should take.

Austin J. Tobin, executive director of the Port of New York Authority, told the second annual seminar of the Fordham University School of Business that "commuter transportation service, be it by rail, bus or auto [must] be maintained and improved so that the economic prosperity of the region as a whole will be preserved and expanded."

Predicting inevitable deficits for rail commuter operations, Mr. Tobin noted that "essential rail commuter services require public support." "All evidence therefore indicates that if we wish the private rail carriers to continue to operate commuter services," he said, "they must receive some measure of public subsidy.

"At the same time," he continued, "it would seem prudent in any consideration of the transit problem to realize that many factors indicate the desirability of a modest approach to the transit problem rather than any major plans involving costly extension of rail tracks, new railroad terminals, or complete replacement of all equipment."

Thomas M. Goodfellow, Long Island president, took issue with Mr. Tobin on his plea for a "modest" solution. "We're getting along fine [on the Long Island]," Mr. Goodfellow said, "but we're going too slow. . . . Our plans have to be large. They have to be fitted into the transportation pattern of the metropolitan area." Mr. Goodfellow called for complete state and local tax forgiveness and a state-backed lending program to provide funds for a "virtual thru-way service between Long Island and the city, providing high-speed express service and featuring the calibre of comfort, convenience and dependability that will lure thousands of motorists off the already clogged highways."

A. E. Perlman, president of the New York Central, said that the immediate need was formation of "a balanced transportation plan for the New York metropolitan area." Mr. Perlman suggested that this might be set up by the New York State Office of Transportation that has been created at the request of Governor Nelson Rockefeller.

"If the commuter is to continue to commute, if the city and its surrounding area are to thrive, we need an area transportation plan," Mr. Perlman said. "Not a railroad plan, not a highway plan, not a plan of bridges and tunnels, but a transportation plan based on fairness and reason, which takes all our transportation needs into account and makes the most efficient use of all forms for transportation."

Featherbedding 'Robs' Public, Says PRR Officer

Featherbedding "has ceased to be merely a matter for the bargaining table and has become a matter of serious public concern," James W. Oram, the Pennsylvania's vice-president—personnel, declared last week.

He told the Southeastern Association of Railroad and Utilities Commissioners in Miami, Fla., that "labor's unquenchable thirst for the lion's share of the benefits of productivity has denied investors just returns from their savings and robbed the public of the fruits of better service."

He said the brotherhoods have so far refused to come to grips with the featherbedding problem, and added: "The obvious solution is for the President to appoint a commission to examine all the facts objectively and help work out a solution that will be in the public interest . . ."

Mr. Oram represented management at a featherbedding symposium. Labor's spokesman was G. E. Leighty, chairman of the Railway Labor Executives' Association.

Mr. Leighty called the anti-featherbedding campaign "reckless" and added: "Railroad management spokesmen are openly threatening a lockout of railroad workers if they, and the public, do not surrender to rail management's demands for changes in the working rules of operating employees."

He said earnings of railroad workers have lagged behind increases received by workers in other industries.

Two New Pads Get OK

Conditional approval has been granted by the AAR Committee on Lubrication of Cars and Locomotives to the Acme and Spring Pak Journal lubricators. Others approved previously are Journapak, Rollin and Unipak.

The committee has withdrawn conditional approval and test approval for all Miller lubricators, including the Hycar core design. This action is not retroactive insofar as removal of these lubricators in cars now in interchange service and in serviceable condition is concerned. The committee has also decided to recommend to the Arbitration committee that Miller lubricators may be re-applied to foreign cars only in such cases where the car was previously equipped with these lubricators. Action on this recommendation will be taken at the Arbitration committee's next meeting, scheduled for April 23-24.

Letters from Readers

Automated Wheel Shop

New York City

To the Editor:

I was most interested in the article [RA, April 6, p. 14] concerning an automatic wheel shop layout developed by the Consolidated Machine Tool Company at Rochester. I have not seen anything in print prior to this where automation in shop equipment, including electronic control devices, is applied to railroad shop procedure.

Once again, Railway Age has come up with an article of timely interest.

W. G. White
Vice President-Operation
Lackawanna Railroad

Turbochargers

Schenectady, N. Y.

To the Editor:

The news item carried in the Locomotive Section of the Market Outlook column in Railway Age of March 23 was read with considerable interest here at ALCO . . . We were surprised to see the importance you attached to the fact that 15 locomotives ordered from another builder were turbocharged.

Actually, as I am sure you are well aware, there is nothing new or unusual about the fact that locomotives are equipped with turbochargers. ALCO introduced the turbocharged diesel engine to the railroads in 1937, and has installed this equipment on all road locomotives produced since then.

Dana T. Hughes
Director of Public Relations
ALCO Products, Inc.

[Mr. Hughes is correct. As Railway Age pointed out in its Jan. 19 issue: "As we enter 1959, higher horsepower units are prominent. General Motors sparked renewed interest in this field as it unveiled . . . its new EMD 2,400-hp SD-24 model with a turbosupercharged 567 D engine. However, it did not set the pace . . . ALCO Products had its turbosupercharged DL 600 B available much earlier . . . "—Ed.]

Carloads of Air?

Washington, D. C.

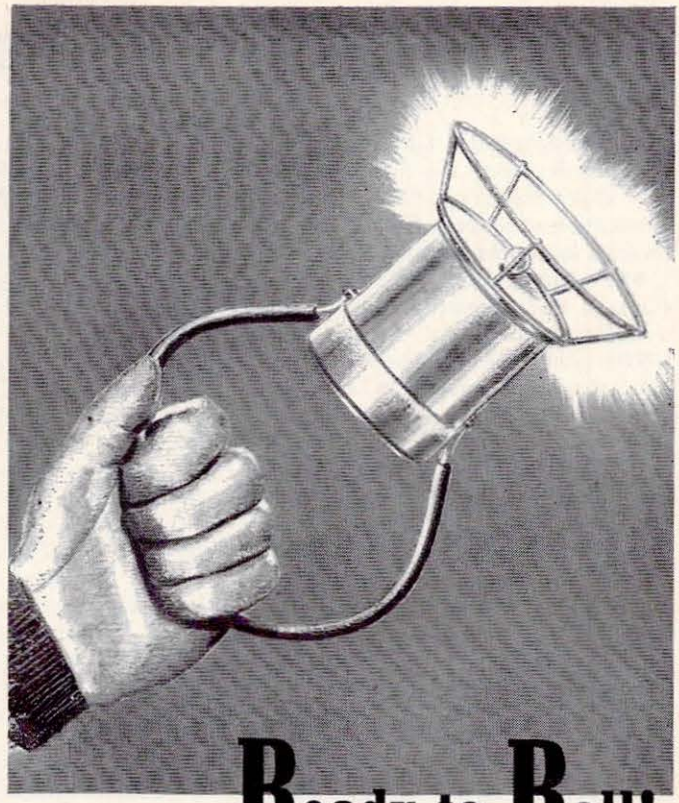
To the Editor:

As a subscriber to Railway Age I was interested in reading your editorial "More Net from Heavier Carloads" [RA, Mar. 23, p. 32]. I have been preaching this thing for years but have been making very little headway with the hidebound traffic committees of the various regional groups of railroads who are only looking at this thing from the standpoint of some slight reduction in revenue without giving any consideration to the heavier net revenue per load, less use of freight cars, less terminal expense, less line haul expense, and more revenue freight per freight train than at present.

I recently made a study of the tare ton miles related to the revenue ton miles and was shocked to find that, with the exception of the Pocahontas group of carriers, the railroads in the other groups are transporting substantially more tare ton miles than revenue ton miles, thus bearing out your editorial that there is a lack of intensive use of facilities which has resulted in increasing the operating expenses of these carriers.

It does not benefit the railroads any to haul a carload of air.

T. D. Geoghegan
Commerce Specialist



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Five and eight tons refrigeration capacity . . . gasoline and LP models available. Units can be underslung or internally mounted.

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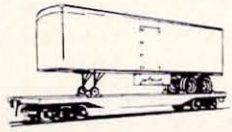

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Firemen Threaten CNR Strike

► **The Story at a Glance: Canadian National is facing the first major railway strike threat of 1959. The issue: elimination of firemen from diesel locomotives in freight and yard service.**

The Brotherhood of Locomotive Firemen and Enginemen has rejected a Conciliation Board report backing CNR's position in the diesel helper dispute. Union members in the road's eastern and central regions have authorized a strike call. BLF&E officers expected voting in the western region to be completed late last week. Next move: the setting of a strike date. It could be May 1—the date CNR has set for implementing the recommendations of the Conciliation Board.

Canadian National may have to weather a strike over the same issue that provoked two walkouts in 1957-58 on Canadian Pacific. The Brotherhood of Locomotive Firemen and Enginemen last week turned thumbs down on a Conciliation Board report recommending a 9.5% wage increase spread over three years—and the elimination of the fireman from diesel-electric locomotives in freight and yard service.

W. E. Gamble, brotherhood vice president, said the membership in CNR's eastern and central regions has already approved a walkout. He said he expected a date to be set after completion of the balloting in the western region—perhaps early this week. Mr. Gamble said the union will be adamant in its defense of the fireman's job. He also listed several other areas of disagreement.

Negotiations broke down last Monday, after two days of meetings. A conference involving the union vice president and CNR President Donald Gordon Tuesday afternoon made, according to Mr. Gamble, "no progress at all."

CNR later announced it will put the Conciliation Board recommendations into effect May 1. The road said it has "no responsible alternative."

CNR contends that the diesel fireman provision is the only point at issue. The union cites a pair of major objections:

- The dispute over the need for the fireman.
- Provisions concerning wages and working conditions of locomotive engineers in Newfoundland (represented by the BLF&E) and firemen and hostlers throughout the CNR system.

The union said the recommended wage increase would be offset by changes in working conditions. It called the board report "unacceptable."

The railroad also came under union fire because of a letter sent to firemen and hostlers March 26, over signature of CNR President Gordon, explaining the recommendations. The letter, union officers charged, omitted certain important facts that relate to the situation.

A union spokesman said the alleged omission involved rule changes and protection of employees' rights beyond the term of the proposed contract. The Conciliation Board report recommended that firemen employed before Feb. 3, 1958, be protected against loss of employment and seniority. CNR agreed, in accepting the report's findings. But the BLF&E is concerned about employee rights under future contracts and the railroad, union officers said, can't enter into an agreement in perpetuity to cover the situation.

CNR Vice President—Personnel W. T. Wilson, however, boiled the dispute down to one issue—that of the diesel fireman. Other objections cited by BLF&E Vice President Gamble, Mr. Wilson said, are matters which the company previously indicated would not stand in the way of agreement.

"Let's make no mistakes about it," he said, "because Mr. Gamble knows this very well. There is one and only one principal issue dividing us. That is the question of whether we are going to continue to hire new firemen . . .

"Our officers met the fears about job security expressed publicly by Mr. Gamble and other brotherhood officers and gave assurance that the right of every fireman on the Canadian lines to continue in employment as outlined in the proposed agreement would remain unimpaired in any future renewals of the contract. We even offered to write this assurance into the agreement.

"Any reference to other issues is only to obscure the main issue."

Mr. Wilson reaffrmed CNR's position that implementation of the Conciliation Board recommendations "will not result in the loss of the seniority or employment rights of any fireman in Canadian National service—it will simply mean that no new firemen will be hired."

He emphasized that the current proposals include all benefits incorporated into the agreement which the BLF&E and CPR signed earlier this year. The CNR-BLF&E discussions broke down, Mr. Wilson declared, because the union refused to enter into an agreement carrying out the Board recommendations, which found—as did the Kellock Royal Commission last year—that the fireman is not needed in freight and yard service.

Union officers were quoted as seeing room for compromise—but there were no indications that the brotherhood itself is prepared to give ground on the diesel issue.

If the BLF&E acts on the strike authorization, it will be the third Canadian railway walkout over the fireman issue in little more than two years. Canadian Pacific weathered two short-lived strikes—nine days in January 1957 and three days in May 1958—and won its case. A memorandum of agreement signed after the strike last May provides for the gradual departure of the fireman, through normal attrition. Between walkouts, a three-man Royal Commission investigated the issues and concluded that, as CPR contended, the yard or freight fireman is an unnecessary employee. The carrier's attempt to implement the Royal Commission recommendations brought on the second strike. The union sought to raise the question again during 1959 negotiations, but the contract eventually agreed upon doesn't touch the issue at all.

Too Little — Too Late?

Countering a Central of Georgia move to discontinue a passenger train, BRT and ORC&B crew members have offered to run through a division point to keep the train in operation.

Union sources say the move would, in effect, trim present wage costs by $23,000 a year.

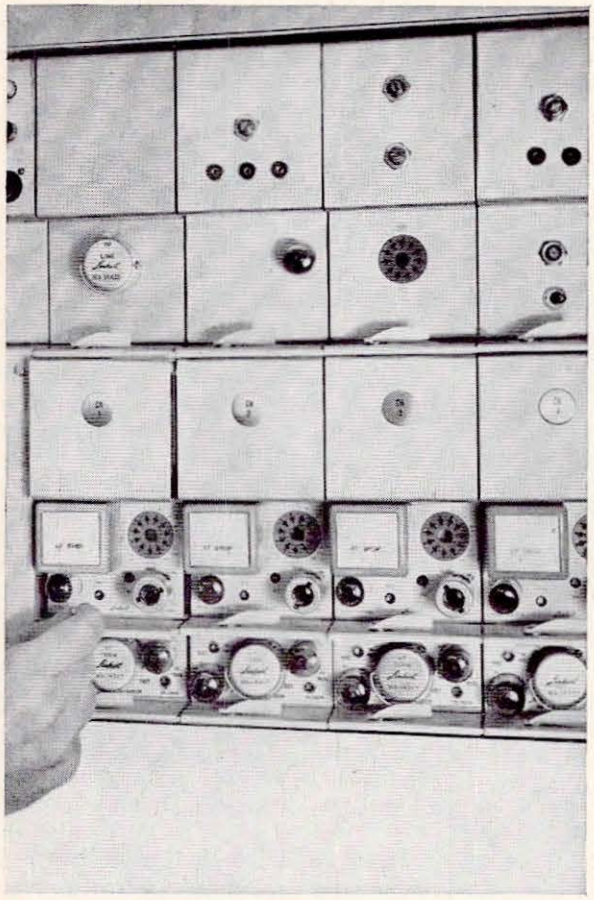
But the railroad, which says it loses $49,000 a year on the operation, has declined the offer. The road doesn't feel it can absorb the $26,000 loss that would remain.

The train at issue is the "Flamingo," between Atlanta and Albany, Ga. The Georgia Public Service Commission will consider the railroad's discontinuance petition May 1.

Crews are now changed at Macon, Ga., roughly half-way on the 210-mile run. The Brotherhood of Railroad Trainmen and the Order of Railway Conductors & Brakemen offered to run through the Macon division point, and accept a mileage basis of pay instead of a basic day. This would have involved paying slightly more than one basic day for the run, rather than the two basic days now paid.

Lenkurt adds a new dimension

to railroad communications and control



Complete 4-channel terminal assembly of Lenkurt Type 45C Carrier. By the use of different "plug-in" subassemblies, each channel can be adapted for different frequency levels, signaling options and voice-frequency terminations. Plug-in compandor on each channel permits use of many lines otherwise unsuited for high-frequency carrier transmission.

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Northlake, Illinois
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RRs Hit Illinois Tax Basis

► **The Story at a Glance: When one industry pays almost 40 times the tax paid by its competitors combined, that industry can't be blamed for taking a close, hard look at the taxing bases. Illinois railroads have taken that close, hard look. They've got the figures to show who's paying whose way in the state.**

Illinois roads are vitally interested in the user charge debate. But they're also concerned by the increasing tax burden which results from elimination of more and more property from the tax rolls—property made tax-free and utilized as highways, airports and waterways terminals.

Railroad officers see some little headway being made in the user charge battle. But as yet there's been no effort made to correct the tax inequities created when property is taken off the books and turned into "public" property—for use by commercial enterprises.

Not so long ago, Fred G. Gurley, former chairman and president of the Santa Fe, made a study of the taxes paid by the various forms of transportation in Illinois. His figures, based on 1955 taxes, showed that:

- 60 railroads paid $32,000,000
- 240 truck lines paid $730 000
- 17 certificated airlines paid $65,000
- 65 barge and towing lines paid $12,000

Since 1955, railroad taxes haven't gone anywhere but up. By 1957, the total railroad tax bill had climbed to $41,730,161, including taxes paid by railroad-owned car line companies. Ad valorem taxes alone in '57 amounted to $34,859,462.

Illinois, like most other states, experiences an almost constant clamor for more tax revenue—especially for support of schools (almost 60% of railroad taxes in 1957, $20,401 629, went for education). So earlier this year, a railroad officer—J. H. Wright, chairman of the Illinois Railroad Association and vice president and general counsel of the Illinois Central—offered a suggestion to the Illinois School Problems Commission.

In his capacity as chairman of the IRA, Mr. Wright sent members of the commission this idea:

Railroads are taxed on an ad valorem basis for their rights-of-way and a large part of the taxes paid helps to maintain the school systems of the state. By contrast, trucks use public lands for the same purpose that the railroads use private right-of-way. It follows that the commercial use of public lands justifies a levy in the nature of an ad valorem tax "so schools and other governmental operations may receive some return for the commercial use of public lands devoted to highway use."

The suggestion, Mr. Wright pointed out, originated with "a number of people . . . It is argued that lands allocated for highway purposes are diverted from private use and taken off the rolls and the schools [are] thereby deprived of tax dollars. These people believe this form of tax would provide a substitute source of revenue. It is felt that the Department of Revenue, under proper legislation, could follow a general formula that would result in the collection of such a tax for the commercial use of public lands on a ton-mile basis."

IRA's Chairman J. H. Wright — he doesn't go for this idea of taxpayers picking up the tab for heavier taxation when private property is reclassified as public property and put to use by private operators for private profit.

Such a tax, the Illinois association chairman emphasized, "should not be confused with user taxes to meet the construction and maintenance costs of the highways themselves. A distinction is made between the land that is used and the roadways on such land."

Mr. Wright also pointed out that "as a large number of trucks are operated by railroads, this type of ad valorem tax would apply to them the same as [it would to] trucks operated by others."

He received a reply from just one member of the commission. The answer: suggestions as to where the needed money is to come from aren't the commission's problem.

Today IC's Joe Wright sits in his eighth floor office in Chicago's Central Station and wonders—if, when and how some progress is going to be made in straightening out what he regards as a highly inequitable tax situation. But he's still optimistic.

"You've got to be practical about this matter of getting legislation—even if you're entitled to it," he commented. "We just have to keep digging, in the public interest, for what is sound, what is right. In other words, stand on principle and ultimately we'll win."

When is "ultimately?" Joe Wright doesn't know. But he feels the climate for a change may be improving.

Presidents have been calling for adequate user charges for 25 years. The director of the Bureau of the Budget has added his voice to the plea. And for the first time, in the current Federal highway program, the Federal government has recognized—to a certain extent—the principle of an extra tax on the big trucks that make commercial use of public lands.

Moreover, five states this year had mileage or weight-distance taxes under consideration. Seventeen states studied increases in fuel taxes.

The practical problem, as Mr. Wright sees it, lies in Congress and in the various state legislatures—and in the amount of influence wielded locally by those who benefit from the absence of adequate user charges and ad valorem taxes for use of public lands.

His own town, Chicago, has given several good examples of the whittling away of taxable property in recent months—in expressway construction, in the upcoming expansion of O'Hare International Airport to handle jet traffic.

Until the public and its elected representatives recognize and correct the inequities Mr. Wright sees, however, the tax picture won't change much—and 1959 spending figures will continue to run like this:

- Federal cash subsidies to domestic airlines will amount to about $34,240,000; airways expenditures will total approximately $347,000,000; grants-in-aid for airports will be about $73,000,000.
- Federal waterways spending will amount to an estimated $67,681,000 for improvements and $37,612,000 for maintenance.
- Railroad spending for capital improvements alone will total about $700,000,000. It won't cost the taxpayers a nickel—and railroads will still be paying taxes that government will use to improve the position of the trucker, the airline, the barge line.

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF JANUARY OF CALENDAR YEAR 1959.

Name of Road	Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1959	1958	Operating Expenses: Maint. Way and Structures: Total 1959	1958	Deprec. and Retirements	Maint. Equipment: Total 1959	1958	Deprec. and Retirements	Traffic	Transportation	Total 1959	1958	Operating ratio 1959	1958	Net from railway operation	Railway tax accruals	Net Railway operating income 1959	1958
Akron, Canton & Youngstown.....Jan.	171	435	....	446	410	62	59	5	62	64	15	43	149	360	371	80.8	90.4	86	49	22	—8
Alabama, Tenn. & Northern.....Jan.	214	262	....	273	302	50	50	6	11	22	6	4	82	150	164	54.9	54.5	123	24	24	38
Atchison, Topeka & Santa Fe.....Jan.	13,104	39,846	3,186	47,852	45,746	6,018	6,558	719	10,119	10,796	2,357	1,263	17,795	37,604	39,013	78.6	85.3	10,248	5,967	3,353	2,030
Atlanta & St. Andrews Bay.....Jan.	81	319	....	323	361	41	40	4	31	32	8	7	77	178	172	55.1	47.6	145	63	50	70
Atlanta & West Point.....Jan.	93	222	29	304	317	35	35	7	51	55	14	17	138	263	279	86.4	87.9	41	17	—5	—3
Western of Alabama.....Jan.	133	278	27	345	370	45	44	9	62	65	19	20	145	295	299	85.6	80.8	50	31	11	34
Atlantic Coast Line.....Jan.	5,306	10,803	1,624	13,511	13,326	1,744	1,917	182	2,458	2,468	638	466	5,462	10,968	11,210	81.2	84.1	2,543	1,400	593	354
Charleston & Western Carolina....Jan.	343	550	....	562	594	125	119	7	101	85	28	22	184	450	422	80.1	71.0	112	65	37	64
Baltimore & Ohio.....Jan.	5,917	26,827	1,210	30,080	32,967	3,577	3,715	559	6,270	6,458	1,154	942	13,854	26,596	27,393	88.4	83.1	3,484	2,103	—375	1,942
Staten Island Rap. Tran.....Jan.	29	203	84	293	304	63	49	14	43	42	2	2	163	306	291	104.6	95.6	—13	48	—86	—63
Bangor & Aroostook.....Jan.	602	1,444	27	1,508	1,632	382	371	19	277	296	117	32	468	1,245	1,211	82.5	74.2	263	104	209	262
Bessemer & Lake Erie.....Jan.	203	871	....	922	777	240	219	24	426	742	142	41	386	1,238	1,535	134.2	197.7	—315	248	107	—628
Boston & Maine.....Jan.	1,570	4,957	695	6,361	6,621	826	1,113	147	893	904	291	151	2,952	5,222	5,951	82.1	89.9	1,139	543	100	—413
C. P. R. in Maine.....Jan.	234	948	74	1,039	874	138	126	20	143	148	17	8	246	557	545	53.6	62.4	482	35	318	175
Carolina & Northwestern.....Jan.	284	277	....	283	274	37	44	7	31	18	21	5	74	166	170	58.5	62.0	117	29	38	39
Central of Georgia.....Jan.	1,763	3,245	153	3,604	3,572	579	588	39	690	657	190	171	1,525	3,169	3,119	87.9	87.3	435	251	188	214
Central of New Jersey.....Jan.	597	3,480	479	4,283	4,519	487	589	94	909	808	182	72	2,283	3,980	4,028	92.9	89.1	303	460	—369	—157
Central Vermont.....Jan.	375	699	55	829	837	121	126	17	117	110	9	19	383	680	691	82.1	82.5	149	50	—35	—55
Chesapeake & Ohio.....Jan.	5,122	27,006	572	28,899	29,740	2,960	3,270	475	5,076	5,559	1,874	835	10,825	21,522	23,592	74.5	79.3	7,377	3,307	4,439	3,745
Chicago & Eastern Illinois.....Jan.	862	2,395	194	2,874	2,988	372	324	29	515	429	149	144	1,251	2,476	2,368	86.1	79.3	399	210	—48	222
Chicago & Illinois Midland.....Jan.	121	412	....	426	617	34	38	7	96	111	23	31	135	340	382	79.7	62.0	86	46	37	103
Chicago & North Western.....Jan.	9,289	13,959	1,563	16,977	17,110	2,559	2,183	408	3,127	3,088	997	531	7,789	15,195	14,984	89.5	87.6	1,782	1,267	—398	6
Chicago, Burl. & Quincy.....Jan.	8,687	18,289	1,598	21,861	20,749	2,532	2,460	414	4,220	4,040	1,025	695	8,840	17,325	16,670	79.3	80.3	4,537	2,354	1,673	1,483
Chicago Great Western.....Jan.	1,469	2,569	7	2,775	2,832	402	425	47	403	407	132	128	946	1,960	1,958	70.6	69.1	815	310	296	310
Chic., Milw., St. P. & Pac.....Jan.	10,591	15,667	1,127	18,567	19,351	2,704	2,940	427	3,595	3,974	759	525	8,323	16,421	17,059	88.4	88.2	2,146	1,570	—142	—72
Chicago R. Is. & Pacific.....Jan.	7,564	14,665	1,512	17,677	16,645	2,075	1,942	239	3,155	3,070	628	576	7,404	14,247	13,494	80.6	81.1	3,430	1,411	755	565
Clinchfield.....Jan.	293	1,738	....	1,749	1,885	217	301	22	316	409	106	65	457	1,126	1,297	64.4	68.8	623	203	514	595
Colorado & Southern.....Jan.	716	1,098	59	1,305	1,154	147	158	17	213	229	67	39	576	1,050	986	80.5	85.4	255	150	72	86
Ft. Worth & Denver.....Jan.	1,362	1,741	128	2,113	1,834	293	269	30	315	295	45	87	935	1,767	1,606	83.7	87.6	345	81	—28	—13
Colorado & Wyoming.....Jan.	39	201	....	326	216	17	22	2	40	35	12	2	119	192	166	59.0	76.6	134	83	46	9
Delaware & Hudson.....Jan.	764	3,713	133	3,982	4,092	422	465	58	702	679	191	99	1,562	3,089	3,139	77.6	76.7	892	475	467	403
Delaware, Lacka. & Western.....Jan.	918	4,537	808	6,032	6,500	656	748	147	1,087	1,076	346	185	3,344	5,658	6,045	93.8	93.0	373	649	—431	—455
Denver & Rio Grande Western.....Jan.	2,155	5,410	222	5,834	5,759	505	480	89	943	926	322	252	2,087	4,096	4,000	70.2	69.5	1,739	903	877	879
Detroit & Toledo Shore Line.....Jan.	50	690	....	747	692	74	71	4	91	87	24	21	255	459	440	61.4	63.6	289	105	59	52
Detroit, Toledo & Ironton.....Jan.	464	2,054	....	2,167	1,627	445	274	29	364	378	140	56	547	1,511	1,312	69.7	80.6	656	108	489	216
Duluth, Miss. & Iron Range.....Jan.	557	169	1	233	228	448	474	75	610	726	186	11	672	1,979	2,097	848.5	918.6	—1,746	109	—1,879	—1,871
Duluth, So. Shore & Atl.....Jan.	544	389	3	418	466	103	93	11	108	112	26	33	183	451	497	108.0	106.7	—33	32	—71	—63
Duluth, Winnipeg & Pacific.....Jan.	175	474	1	481	573	70	72	5	62	61	1	8	195	348	338	72.3	59.1	133	40	3	95
Elgin, Joliet & Eastern.....Jan.	236	3,233	....	4,426	3,636	270	284	29	659	1,065	126	41	1,762	3,073	3,148	69.4	86.6	1,353	702	394	54
Erie.....Jan.	2,201	10,540	562	12,065	12,491	1,306	1,367	228	1,979	2,048	511	386	6,238	10,721	10,960	88.9	87.7	1,344	1,103	—463	—451
Florida East Coast.....Jan.	572	2,658	531	3,519	3,432	496	443	47	675	595	117	89	1,285	2,747	2,632	78.1	76.7	772	210	267	301
Georgia Railroad.....Jan.	321	580	16	679	676	92	89	8	126	111	35	41	323	621	586	91.5	86.6	58	37	34	76
Georgia & Florida.....Jan.	332	309	....	314	270	69	75	3	33	36	8	24	96	241	232	76.8	86.0	73	17	30	2
Grand Trunk Western.....Jan.	951	4,153	244	4,824	4,610	668	646	57	886	862	111	94	2,567	4,466	4,386	92.6	95.1	358	380	—526	—786
Great Northern.....Jan.	8,293	15,952	706	17,819	17,458	2,460	2,632	258	3,860	4,157	867	540	7,485	15,375	15,759	86.3	90.3	2,445	1,709	463	—411
Green Bay & Western.....Jan.	219	357	....	367	412	39	55	5	55	55	9	29	122	270	285	73.7	69.2	96	45	20	34
Gulf, Mobile & Ohio.....Jan.	2,752	5,900	309	6,708	6,786	966	977	75	1,343	1,530	303	307	2,339	5,345	5,724	79.7	84.4	1,363	554	359	194
Illinois Central.....Jan.	6,439	17,871	1,962	21,960	21,990	3,257	3,130	388	4,407	4,350	865	647	9,136	18,636	18,424	84.9	83.8	3,324	1,590	997	1,130
Illinois Terminal.....Jan.	334	726	....	811	905	103	104	3	164	148	31	51	363	736	738	90.7	81.5	75	1	—12	50
Kansas City Southern.....Jan.	891	3,400	65	3,842	3,973	264	328	46	460	487	106	100	1,189	2,138	2,283	55.6	57.5	1,705	742	725	723
Kansas, Oklahoma & Gulf.....Jan.	327	568	....	570	466	48	67	7	39	23	12	34	110	259	240	45.4	51.5	312	131	123	79
Lake Superior & Ishpeming.....Jan.	160	83	....	94	94	49	58	12	66	94	30	2	53	191	242	203.4	257.7	—97	40	—122	—183
Lehigh & Hudson River.....Jan.	96	275	....	275	285	34	36	2	33	44	8	17	114	214	228	77.8	80.2	61	25	2	—9
Lehigh & New England.....Jan.	177	391	....	395	464	50	46	6	151	133	52	20	200	474	451	120.1	97.2	—79	28	—16	50
Lehigh Valley.....Jan.	1,129	3,837	213	4,369	4,795	596	678	96	990	737	218	134	2,571	4,530	4,410	103.7	92.0	—161	442	—797	—359

(Continued on next page)

a RAILWAY AGE Service Page

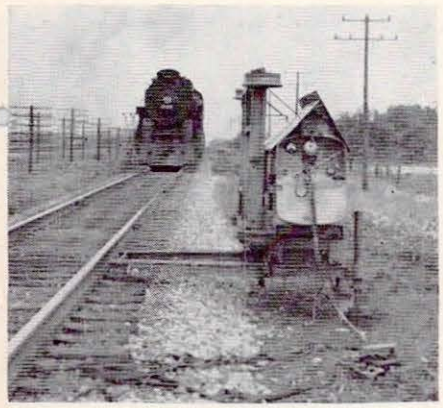
REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF JANUARY OF CALENDAR YEAR 1959.

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1959	Total (inc. misc.) 1958	Operating Expenses: Maint. Way and Structures: Total 1959	Total 1958	Deprec. and Retirements	Maint. Equipment: Total 1959	Total 1958	Deprec. and Retirements	Traffic	Transportation	Total 1959	Total 1958	Operating ratio 1959	Operating ratio 1958	Net from railway operation	Railway tax accruals	Net Railway operating income 1959	Net Railway operating income 1958
Long Island	Jan.	344	926	4,329	5,446	5,392	782	842	102	1,090	1,153	168	36	2,998	5,121	5,149	94.0	95.5	325	373	—181	—318
Louisiana & Arkansas	Jan.	746	1,896	44	2,053	2,145	153	202	20	270	293	98	78	672	1,251	1,335	61.0	62.3	801	401	296	310
Louisville & Nashville	Jan.	5,697	16,233	798	18,560	19,203	2,567	3,127	314	4,074	4,530	1,137	478	8,018	16,131	17,521	86.9	91.2	2,428	1,948	826	968
Maine Central	Jan.	944	2,073	71	2,274	2,252	365	386	27	372	402	84	29	922	1,816	1,854	79.8	82.3	458	225	155	131
Minneapolis & St. Louis	Jan.	1,391	1,697	1	1,767	1,820	257	251	29	277	303	101	132	667	1,489	1,485	84.2	81.6	278	187	124	110
Minn., North. & Southern	Jan.	77	340	....	356	370	17	18	2	39	37	13	29	94	215	206	60.3	55.7	141	77	54	65
Minn., St. P. & S. S. Marie	Jan.	3,222	3,052	38	3,251	3,394	501	551	62	753	817	141	112	1,525	3,100	3,178	95.3	93.7	151	264	—168	—39
Missouri-Illinois	Jan.	172	291	....	294	421	52	52	8	93	86	37	11	107	276	277	93.9	65.8	18	46	26	90
M-K-T Lines	Jan.	2,918	4,326	84	4,832	5,025	455	601	91	939	960	260	187	1,732	3,525	3,938	72.9	78.4	1,307	339	334	290
Missouri Pacific	Jan.	9,513	20,600	986	23,794	23,455	2,720	3,006	302	4,275	4,367	1,083	683	9,810	18,486	18,463	77.7	78.7	5,308	1,794	2,359	2,535
Monon	Jan.	541	1,369	68	1,563	1,722	208	216	20	296	312	76	106	727	1,437	1,448	91.9	84.0	126	22	27	57
Monongahela	Jan.	177	374	....	377	397	63	70	13	59	62	11	1	347	496	321	131.6	80.9	—119	17	—246	—75
New York Central	Jan.	10,498	41,492	6,896	56,510	54,229	6,378	6,391	1,078	10,700	10,553	2,479	1,082	28,450	49,961	48,597	88.4	89.6	6,548	5,535	—138	—1,957
Pitts. & Lake Erie	Jan.	221	2,469	40	2,630	2,382	359	414	56	946	1,049	316	59	1,123	2,697	2,990	102.5	125.5	—67	494	777	65
New York, Chic. & St. L.	Jan.	2,179	11,294	180	11,875	11,849	1,328	1,532	161	2,040	2,132	466	374	4,902	9,127	9,289	76.9	78.4	2,748	1,372	1,123	939
New York, N. H. & Hart.	Jan.	1,762	5,913	4,180	11,761	12,279	1,251	1,519	276	1,927	2,054	489	210	6,158	10,499	11,177	89.3	91.0	1,263	1,007	—1,168	—987
New York Connecting	Jan.	21	396	....	413	409	73	92	25	14	15	..	..	87	178	191	43.0	46.8	235	89	137	136
New York, Sus. & West.	Jan.	106	293	17	325	373	40	39	6	61	59	11	9	179	318	330	98.0	88.5	6	31	—62	—31
Norfolk & Western	Jan.	2,138	16,217	218	17,256	17,671	1,720	2,567	372	2,861	4,121	1,035	328	5,086	10,821	13,830	62.7	78.3	6,436	3,608	3,972	2,271
Norfolk Southern	Jan.	592	695	....	711	671	174	192	14	125	128	32	54	260	676	666	95.0	99.3	35	50	—40	—68
Northern Pacific	Jan.	6,828	11,982	422	13,401	13,589	1,579	1,724	228	2,840	3,177	764	375	5,986	11,742	12,109	87.6	89.1	1,660	1,399	476	366
Northwestern Pacific	Jan.	328	983	1	991	830	225	224	25	80	94	3	8	343	681	668	68.7	80.5	310	86	62	26
Pacific Electric	Jan.	357	929	....	1,114	1,056	227	192	24	55	70	4	19	523	927	927	83.2	87.8	187	120	—69	—92
Pennsylvania	Jan.	9,920	53,241	9,999	71,281	69,437	7,186	7,095	1,464	15,215	13,814	2,987	1,241	34,934	62,817	61,204	88.1	88.1	8,463	5,542	—1,737	—360
Penn-Reading S. S. Lines	Jan.	353	469	60	545	610	182	179	25	130	116	26	8	480	856	843	157.2	138.1	—311	68	—527	—454
Piedmont & Northern	Jan.	126	470	....	482	478	47	45	5	31	32	9	30	91	236	234	49.1	48.9	245	123	74	74
Pittsburgh & West Virginia	Jan.	132	687	....	702	854	131	127	24	159	157	46	77	235	663	658	94.4	77.0	39	14	46	115
Reading	Jan.	1,303	7,645	545	8,778	10,061	1,012	1,351	212	1,737	1,875	433	190	4,169	7,573	8,355	86.3	83.0	1,205	235	606	822
Richmond, Fred. & Potomac	Jan.	118	1,269	471	2,053	2,059	156	216	27	299	338	67	30	779	1,434	1,565	69.8	76.0	620	360	182	116
Rutland	Jan.	391	352	....	377	365	77	84	8	62	54	18	28	164	358	368	95.0	100.9	19	28	—15	—39
St. Louis-San Francisco	Jan.	4,577	8,364	289	9,369	9,010	1,573	1,132	179	1,708	1,702	607	345	3,874	8,084	7,886	86.3	87.5	1,285	619	535	536
St. Louis-S. F. & Texas	Jan.	143	402	2	430	316	22	47	4	30	29	1	25	151	239	277	55.6	87.6	191	65	58	—29
St. Louis Southwest. Lines	Jan.	1,556	5,284	6	5,383	4,965	598	701	75	664	710	184	191	1,836	3,449	3,504	64.1	70.6	1,934	857	847	642
Savannah & Atlanta	Jan.	144	300	....	310	298	52	55	2	62	56	19	17	107	250	246	80.7	82.4	60	24	34	38
Seaboard Air Line	Jan.	4,146	11,714	1,187	14,027	13,840	1,781	1,906	207	2,550	2,646	706	466	4,986	10,504	10,662	74.9	77.0	3,523	1,628	1,676	1,678
Southern Railway	Jan.	6,269	18,941	1,020	21,690	23,101	3,502	2,932	306	3,736	3,572	955	462	7,496	16,182	15,563	74.6	67.4	5,509	2,366	2,455	3,588
Alabama Great Southern	Jan.	328	1,233	45	1,415	1,282	256	248	36	296	322	82	40	490	1,169	1,217	82.6	94.9	246	108	110	—6
Cinn. N. O. & Tex. Pac	Jan.	337	3,039	95	3,336	3,251	551	555	70	710	619	223	80	906	2,406	2,342	72.1	72.0	930	375	608	598
Georgia Southern & Fla.	Jan.	397	795	39	916	813	130	149	10	73	78	11	21	265	533	588	58.1	72.3	384	39	105	—5
New Orleans & Northeastern	Jan.	203	817	34	922	831	171	167	22	203	143	84	24	266	724	659	78.6	79.3	197	110	93	56
Southern Pacific	Jan.	8,071	37,005	2,148	41,405	40,100	4,810	5,083	462	8,791	8,725	2,436	781	16,637	33,218	33,124	80.2	82.6	8,188	4,237	3,737	3,439
Texas & New Orleans	Jan.	4,166	10,389	311	11,280	11,390	1,834	1,961	165	1,634	1,586	186	255	4,244	8,567	8,742	75.9	76.8	2,714	1,062	546	331
Spokane International	Jan.	150	206	....	213	287	32	55	3	33	36	14	5	65	146	190	68.6	66.3	67	26	21	32
Spokane, Portland & Seattle	Jan.	936	2,501	83	2,755	2,618	431	427	73	618	617	128	36	985	2,217	2,186	80.5	83.5	539	233	222	172
Tennessee Central	Jan.	284	351	....	364	340	36	57	5	58	52	22	18	126	264	282	72.6	83.0	100	23	31	—15
Texas & Pacific	Jan.	1,831	5,802	374	6,720	6,501	746	823	96	1,119	1,128	270	207	2,719	5,177	5,108	77.0	78.6	1,543	627	395	332
Texas Mexican	Jan.	161	205	....	236	354	53	56	6	32	39	11	12	80	202	211	85.6	59.4	34	12	—7	43
Toledo, Peoria & Western	Jan.	239	569	....	586	583	65	74	7	54	50	13	49	165	376	370	64.1	63.4	210	91	56	59
Union Pacific	Jan.	9,751	36,118	2,020	40,922	38,006	5,109	4,507	582	8,245	7,507	2,141	1,371	14,632	31,701	29,109	77.5	76.6	9,221	5,277	2,379	2,076
Virginian	Jan.	608	3,776	....	3,941	4,677	501	581	73	726	745	286	59	848	2,273	2,492	57.7	53.3	1,668	839	1,053	1,186
Wabash	Jan.	2,392	8,243	451	9,639	9,295	1,200	1,017	124	1,437	1,473	450	360	4,612	8,073	7,666	83.8	82.5	1,566	648	399	348
Ann Arbor	Jan.	294	696	....	705	731	82	69	7	158	157	45	36	361	661	649	93.8	88.8	44	54	—19	18
Western Maryland	Jan.	844	3,823	....	3,939	4,147	576	570	47	849	822	283	130	1,334	3,112	3,138	79.0	75.7	828	411	681	780
Western Pacific	Jan.	1,190	3,971	159	4,235	3,970	491	596	77	690	654	216	222	1,557	3,257	3,349	76.9	84.4	978	484	492	318
Wisconsin Central	Jan.	1,031	2,260	17	2,418	2,646	299	349	46	454	539	108	99	1,181	2,181	2,330	90.2	88.1	237	177	—41	1

New Products Report



Set-Off on Track Car

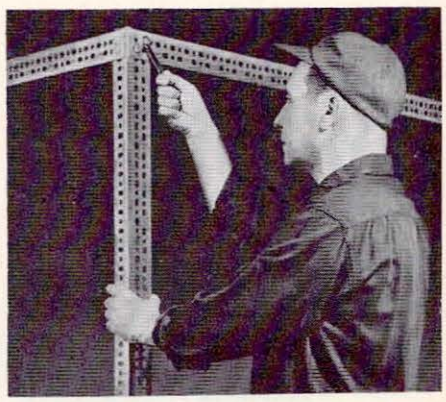
A track car with a frame designed to facilitate removing equipment from track anywhere is known as Teleflex heavy-duty equipment car. Frame for setting off, connected to one side of the car, is spring held in vertical position. Two adjustable legs are on the end of the frame, which swings down to remove equipment. The car is then swung to a vertical position, clearing the track. *Teleweld, Inc., Dept. RA, 11535 W. Franklin Ave., Franklin Park, Ill.*

Loudspeaking Telephone

A transistorized Speakerphone, type 88-T, eliminates the control box and 110-volt power requirement of former installations. It consists of a modified type-80 telephone connected to a miniature loudspeaker cabinet by a 3-conductor cord. The telephone houses the usual type-80 components, in addition to the transmission elements of the amplifier circuits. Converter kit is available. *Automatic Electric Co., Dept. RA, Northlake, Ill.*

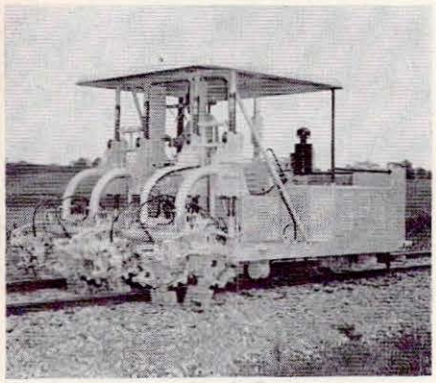
Telegraph Terminal

Model 1601 Comtel terminal is designed for transmission of data at speeds up to 250 wpm. Eighteen narrow band 100-wpm channels are available from 425 to 3,315 cps and six wide band 200-wpm channels from 1,615 to 3,315 cps. The equipment is available packaged as a dual transmitter, dual receiver, or as a transceiver. It features plug-in frequency determining components. *Radio Frequency Laboratories, Inc., Dept. RA, Boonton, N. J.*



Framing Angle

The AIM Brand slotted angle is fabricated from cold-rolled galvanized steel. A precision engineered pattern of slots and holes permit, without welding, or special tools, the assembly of structures for storage, shipping, etc. Friction-type joints are made by bolting through vertical and horizontal slots. Lock joints are made by bolting through round holes. *Acme Steel Co., Dept. RA, 135th st. and Perry ave., Chicago 27.*



Track Maintainer

The 1959 Model of the Jackson Track Maintainer, now in production, is claimed to have larger vibratory motors that deliver 6000-lb blows to the tamping bars at the rate of 4200 per minute. Current is supplied by means of a new single-generator power plant. The increased vibratory energy produced permits fewer insertions of the blades resulting in increased footage, it is claimed. *Jackson Vibrators, Inc., Dept. RA, Ludington, Mich.*

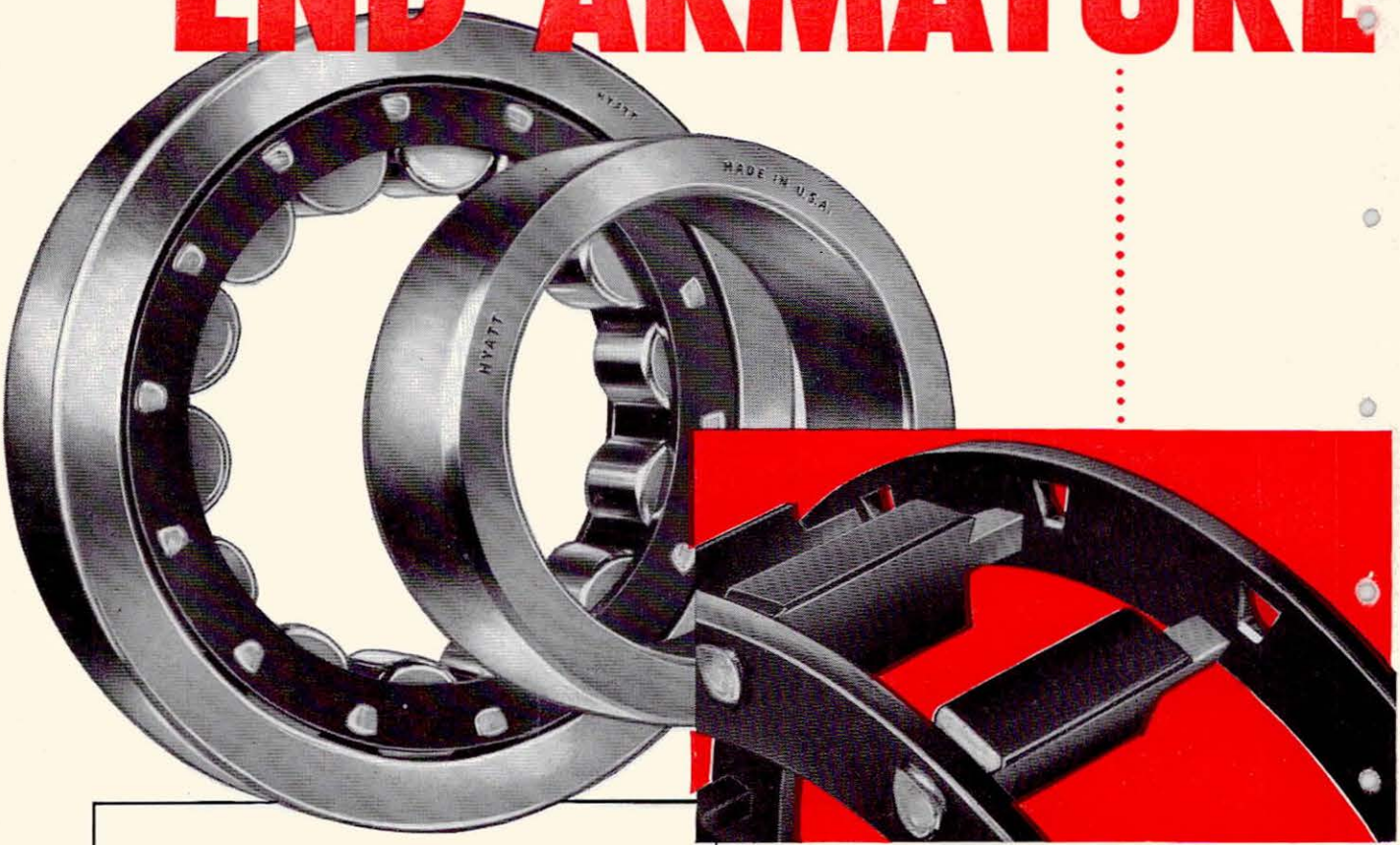
Tractor Compressor

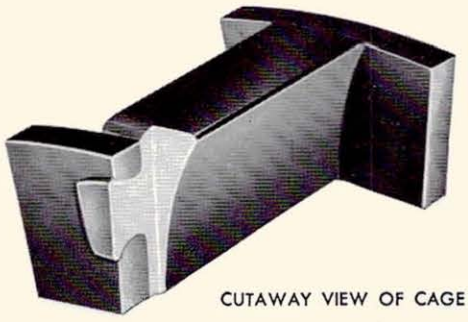
To fill the need for an air compressor which will meet the requirements where a 210-cfm machine is not sufficient and a 315-cfm unit is not needed, a new Pneumatractor has been developed. Called the Model 250 Standard Pneumatractor, the machine is designed to furnish 250 cfm of air at 100 psi. It is said to operate efficiently three heavy rock drills or six paving breakers at once. *Schramm, Inc., Dept. RA, 900 E. Virginia Ave., West Chester, Pa.*

Cab Heater

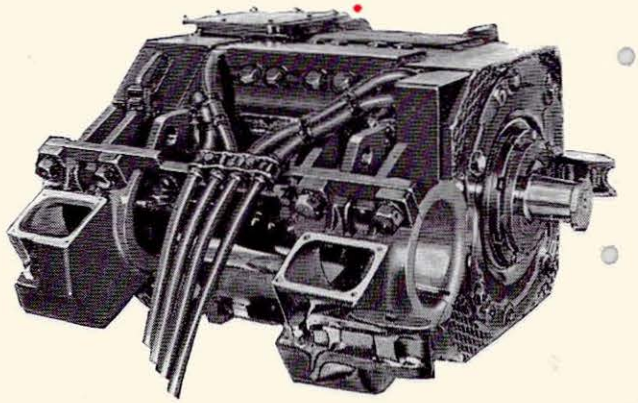
The Modulectric cab heater is designed for use as a booster heater to supplement standard hot-water heaters on diesel switchers and road locomotives and to heat cabs on RDC cars. During summer months, the fan alone can be operated to remove fog and mist from cab windows. The unit is 22⅜ in. long, 8¾ in. deep, and 10½ in. wide and operates on 74 volts d-c. *Vapor Heating Corp., Dept. RA, 80 E. Jackson blvd., Chicago 4.*

RAILROADS OUTSTANDING BY NEW END ARMATURE





CUTAWAY VIEW OF CAGE BAR



REPORT PERFORMANCE HYATT PINION BEARING

Self-locking cage bar construction of the all-steel roller-riding cage makes the difference

Almost a year ago, we announced a major improvement in the design of the original steel roller-riding cage which HYATT pioneered in 1953. Exhaustive tests indicated that this new self-locking cage bar construction provided the *most rugged pinion end armature bearing ever built.*

Thousands of these new bearings are now in regular service—and the reports of their outstanding performance fully confirm our own tests. They've proved beyond the shadow of a doubt that they can really take it and keep coming back for more punishment!

Remember, only HYATT offers this new construction *plus* all the inherent advantages we introduced in the original roller-riding cage:

1. **Larger rollers for greater load capacity**
2. **No rubbing contact between cage and race flanges**
3. **Cage and rollers removable as a unit**
4. **Unrestricted lubricant flow to all parts**

For the last word in traction motor bearings, specify HYATTS for your new locomotives and for replacement. *See if they don't out-perform anything you've ever used!* Hyatt Bearings Division, General Motors Corporation, Harrison, New Jersey.

Another GM GENERAL MOTORS contribution to railroad progress

HYATT HY-ROLL BEARINGS FOR DIESEL LOCOMOTIVES

Current Railroad Questions

Our next column, scheduled for May 4, will contain my solution to the Car Service Quiz that appeared in this location February 23. About 200 readers sent in their answers to the quiz. With the answer, we'll run the names and the affiliations of all those who have sent in correct solutions.

Our discussion this week continues two topics that have been discussed in earlier issues. The question of staggering rail joints first appeared in the issue of December 1 (p. 32); that about the best way to use impact registers in the issue of March 23 (p. 19). There will be more on this later . . . *G.C.R.*

Why Are Rail Joints Staggered at Midpoints of Rails?

"Railroad tracks are built with staggered rail joints because such track can be maintained to provide a uniformly smooth ride with use of less man-hours than is possible when the joints are opposite. It is known that insulated joints which are installed at signal locations, with slight stagger, require more maintenance than joints staggered in the conventional manner.

"With joints opposite, impact from wheels is concentrated over the same joint ties in each rail length. This, to avoid rough riding condition, will require more frequent tightening than where the impact is divided as the result of the joints being staggered.

"It is also known from experience that at locations where track is laid with short stagger on curves, or where joints are opposite each other, there is a greater tendency for the track to work out of line than is the case where the joints are staggered, and the continuous rail opposite the joint helps to hold it in line.

"On track laid with staggered joints, even though the joint does settle, resulting in irregular cross level—since only one wheel of a truck is on this depressed point at any time—the other wheels in the truck assembly tend to resist some of the effect of the low spot on the one wheel. With the joints opposite, if the joints settle, two wheels enter the depressed section at the same time, resulting in considerably more impact to the equipment than occurs with the staggered joint.

"In yards and on industrial track where equipment operates at low speed, and line and surface requirements are not as stringent as on main track, the economies developed by constructing and laying such track in panels may justify its use. However, with the trend toward the use of welded rail at these locations, there is no need for having any joints. This type construction, particularly in yards and on branches, should develop considerable saving in maintenance costs over the years."—*C. J. Henry, chief engineer, Pennsylvania.*

What Is the Best Way to Use Impact Recorders?

"Spot Check"

"We get the best results from impact recorders by using them on a spot check basis. Impact recorders should be used particularly in connection with loadings likely to be damaged by high impact.

"Yard crews should be given advance notice that impact recorders are being used. The information should be general in nature, and not specific as to which cars are so equipped.

"The information supplied by impact recorders can and should be used as evidence for the basis of disciplinary charges, provided that the operation in question can be positively placed on one specific crew without a doubt. In other words, this information could be used as evidence if a specific crew could be identified as the only one that handled the car during the period of time involved."—[*These comments were sent to us by a vice president of a railroad with extensive switching operations who prefers not to be otherwise identified.—G.C.R.*]

"Regular Schedule"

"We feel the fullest utilization of impact registers is obtained in using them on a regular schedule. But we recognize there is also an occasional need for spot checks and make them from time to time.

"Impact registers should be placed in loadings likely to be damaged by high impacts.

"We do not believe yard, train, or engine crews should have advance notice that impact recorders are being used. It is our opinion that divulging this information would detract from the purpose for which the tests are intended.

"In our opinion, impact register charts may be used as evidence at investigations or hearings to determine whether a carrier's rule was violated. If discipline is assessed it should be based on the rule violation."—*O. H. Zimmerman, vice president—operation, Illinois Central.*

CONDUCTED by G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in frequent weekly issues of this paper and is devoted to authoritative answers to questions of interest to railroaders at all levels of responsibility. Readers are invited to submit questions and when so inclined, letters agreeing or disagreeing with our answers. We will pay $10 for questions suggested by readers, which are used in this column. Communications should be addressed to Question and Answer Editor, Railway Age, 30 Church Street, New York 7.

KEEPS MOVING PARTS CLEAN

New Essolube HDX clings to bearing surfaces with a tough lubricating film that helps prevent wear and resists metal scoring under heaviest load conditions. From top to bottom, Essolube HDX keeps engines clean, keeps all moving parts free from carbon and varnish deposits.

When tested and compared (with a reference heavy-duty oil of higher than average quality) over one million miles of field tests proved Essolube HDX gave better lubrication in these vital areas:

- Bearings showed less wear from oil film breakdowns, and less corrosion from combustion by-products.
- Piston varnish deposits were greatly reduced, rings stayed clean and free acting – extending engine life.
- Anti-wear additive gave greater protection to cam shafts, valve lifters, bearings and gears.

Essolube HDX is another new product developed by Esso Research to reduce railroad maintenance costs. Specify Essolube HDX for maintenance-of-way and other equipment using small, high-speed engines. For more information, write: Esso Standard Oil Company, Railroad Sales Division, 15 West 51 St., New York 19, N.Y.

Esso
RAILROAD PRODUCTS

In Industry after Industry..."ESSO RESEARCH works wonders with oil"

Vol. 2, No. 2

Railway Executive News

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20-32 Jericho Turnpike, New Hyde Park, L. I., N. Y.

Hot Box Incidence Jumps Fivefold During Nation-Wide June, July, August Heat Waves

SERVOSAFE® IS IMMUNIZATION FOR DOG DAYS

The dog days. Heat waves shimmering over miles of roadbed. The dog days. The days when nothing seems to go right. So, naturally, that's when most hot boxes hit.

It is no figment of the heat-tortured imagination. It happens that way. Statistics prove it. More hot boxes occur in hot weather than in cold.

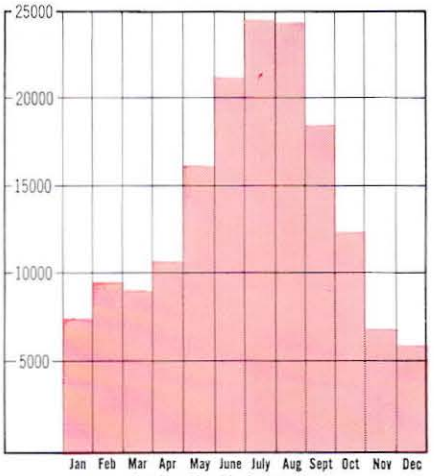
During the midsummer months the incidence of hot boxes jumps to nearly five times the normal winter level. And there is seemingly nothing to be done about it. The hot weather factor operates independently. It is not subject to any sort of prevention. No matter how efficient your maintenance record, the same five-to-one ratio is still going to be the difference between July and December.

Since you can't do much to change this "dog-day" dilemma, you might as well learn how to live with it. There is one way to keep your maintenance supervisor from becoming a victim of summer madness. Simply equip your System with SERVOSAFE Hot Box Detectives.* You'll save his sanity, your pocketbook, and your railroad's reputation.

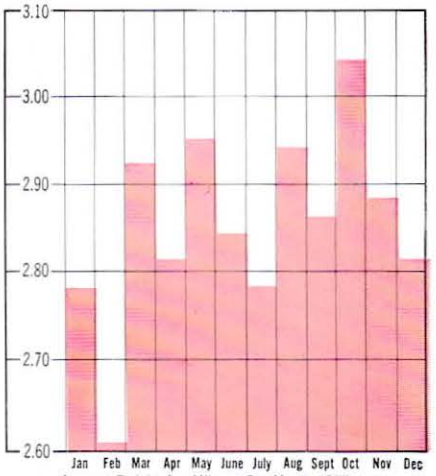
With a SERVOSAFE System in operation, you'll be prepared to take the sting out of the annual hot box increase. Journals are still going to run hot, but you'll be prepared to spot them and take corrective action before they have a chance to cause serious damage.

That is precisely the job SERVOSAFE Hot Box Detectives are performing for the railroads in the country. ■

*U.S. and foreign patents applied for



Hot Box Monthly Average



Average Freight Car Mileage Per Month (Billions)

JOURNAL INSPECTION AND MAINTENANCE PROCEDURES CAUSE ECONOMIC SQUEEZE

Freight car mileages and hot box incidence should be closely related to one another. It's simple logic. Reasonable assumption points to that conclusion. There is only one thing wrong with this deduction. It's not so. The twin charts above graphically illustrate the irrationality of such seeming logic. The charts leave no doubt. Hot boxes have very little correlation with total freight car mileage or heavy traffic.

According to the mass of statistics, hot box incidence is closely tied to the rise and fall of the thermometer. The icy cold of winter is relatively free of hot box problems; but when the temperature moves up to reflect summer heat waves, hot boxes become increasingly common.

The use of conventional methods of combating this warm weather rise in hot boxes invariably leads to an economic impasse. To inspect thoroughly during the summer would call for cumbersome staffs of maintenance men scattered at virtually hundreds of inspection points throughout a system. This solution might be effective, albeit expensive, during the peak months of the summer; but it leads to an embarrasing waste of manpower in the winter.

The alternative, conventional procedure of spreading regular maintenance staffs thin to fight the hot box battle for the ninety days of peak summer heat is equally inadequate. The uphill battle against the combined forces of time, distance, and numbers is doomed to failure from the start; and the budget takes a beating once again in terms of repairs and out-of-service equipment.

The single practical method of combating the hot box menace lies in the installation of the SERVOSAFE Hot Box Detective. Placement of SERVOSAFE Detectives at key points provides a foolproof method of detecting abnormally hot journals. Through the utilization of this advance warning system, selective, effective servicing is possible.

Experience has proved that a combination of selective servicing and efficient maintenance scheduling can reduce hot box incidence to a hitherto unattainable minimum. The key to this is the installation of SERVOSAFE Detectives at the proper, strategic locations within your System. To this end, Servo Corporation's Applications Group is at your disposal to assist you in planning the most advantageous systems placement. ■

MARKET OUTLOOK *at a glance*

Carloadings Rise 4.8% Above Previous Week's

Loadings of revenue freight in the week ended April 11 totaled 618,359 cars, the Association of American Railroads announced on April 16. This was an increase of 28,226 cars, or 4.8%, compared with the previous week; an increase of 97,199 cars, or 18.7%, compared with the corresponding week last year; and a decrease of 55,585 cars, or 8.2%, compared with the equivalent 1957 week.

Loadings of revenue freight for the week ended April 4 totaled 590,133 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, April 4

District	1959	1958	1957
Eastern	93,487	80,109	109,326
Allegheny	114,999	89,523	129,367
Pocahontas	46,275	38,247	54,824
Southern	111,055	105,939	118,565
Northwestern	62,098	57,491	73,545
Central Western	113,938	98,251	109,040
Southwestern	48,281	46,687	49,425
Total Western Districts	224,317	202,429	232,010
Total All Roads	590,133	516,247	644,092
Commodities:			
Grain and grain products	46,988	49,316	48,250
Livestock	5,211	4,773	5,568
Coal	91,671	85,154	115,452
Coke	10,899	5,362	12,378
Forest Products	36,724	33,579	38,071
Ore	21,549	13,869	23,244
Merchandise l.c.l.	43,216	47,214	57,386
Miscellaneous	333,875	276,980	343,743
April 4	590,133	516,247	644,092
March 28	603,755	532,273	694,922
March 21	603,178	532,997	685,836
March 14	595,302	539,127	689,226
March 7	595,930	544,374	672,363
Cumulative total, 14 weeks	8,021,819	7,493,308	9,271,222

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended April 4 totaled 8,072 cars, compared with 4,417 for the corresponding 1958 week. Loadings for 1959 up to April 4 totaled 97,784 cars, compared with 62,471 for the corresponding period of 1958.

IN CANADA.—Carloadings for the ten-day period ended March 31 totaled 84,492 cars, compared with 66,690 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
March 31, 1959	84,492	39,854
March 31, 1958	81,519	40,889
Cumulative Totals:		
March 31, 1959	828,516	127,706
March 31, 1958	829,079	114,964

New Equipment

► *Last Week's Orders.*—Orders for new equipment costing more than $9,000,000 were reported to Railway Age in the past seven days. The breakdown:

FREIGHT-TRAIN CARS

► *Chesapeake & Ohio.*—Ordered 400 new freight cars at a cost of $5,300,000. This augments recent order for 250 new box cars costing $2,500,000 (RA, April 13, p. 39). Included in the new order are 250 50-ft 6-in. box cars from Pullman-Standard to have double doors and special loading devices; delivery will start in June. Also 50 85-ft piggyback flat cars from ACF, each with tie-down equipment for two over-the-road truck trailers; delivery to start in August. Will build 100 "jumbo" 70-ton covered hoppers at company's Russell, Ky. shops. Current rebuilding of 2,000 open-top hoppers there will be interrupted for this order, when materials are available, then resumed. Also converting at Russell 50 box cars to bunkerless insulated refrigerator cars and will modify 100 flat-bottom gondolas by adding covers and bulkheads for steel loadings.

► *Chicago Great Western.*—Ordered 10 50-ton bulkhead flat cars from Thrall Car Manufacturing Company. Delivery is scheduled for May.

► *Erie.*—Ordered 200 50-ton, 50-ft 6-in. box cars from Pullman-Standard. The cars will be equipped with special loading devices for handling automobile parts and miscellaneous merchandise. Delivery will start later this month. Estimated cost: $2,600,000.

► *Green Bay & Western.*—Entered into a lease arrangement with the Equitable Life Assurance Society to acquire 50 40-ft, 50-ton specially equipped roller bearing box cars. Delivery from Pullman-Standard is expected about June 1. Cars will be assigned to the loading of high class magazine paper.

► *Western Pacific.*—Ordered 25 70-ton gondolas. Also ordered 25 70-ton gondolas and 10 70-ton covered hoppers for its subsidiary, Sacramento Northern. All orders placed with Pullman-Standard for mid-1959 delivery.

New Facilities

► *Canadian National.*—Will spend $4,339,164 this year on track and roadbed improvements and other projects in its New Glasgow, N. S., division.

► *Chilean State Railways.*—Is planning a $47,900,000 modernization program that will include renovation of tracks, construction of new branch lines, and electrification and installation of CTC on the Santiago-Concepcion route, according to Foreign Commerce Weekly.

a RAILWAY AGE time-saver page

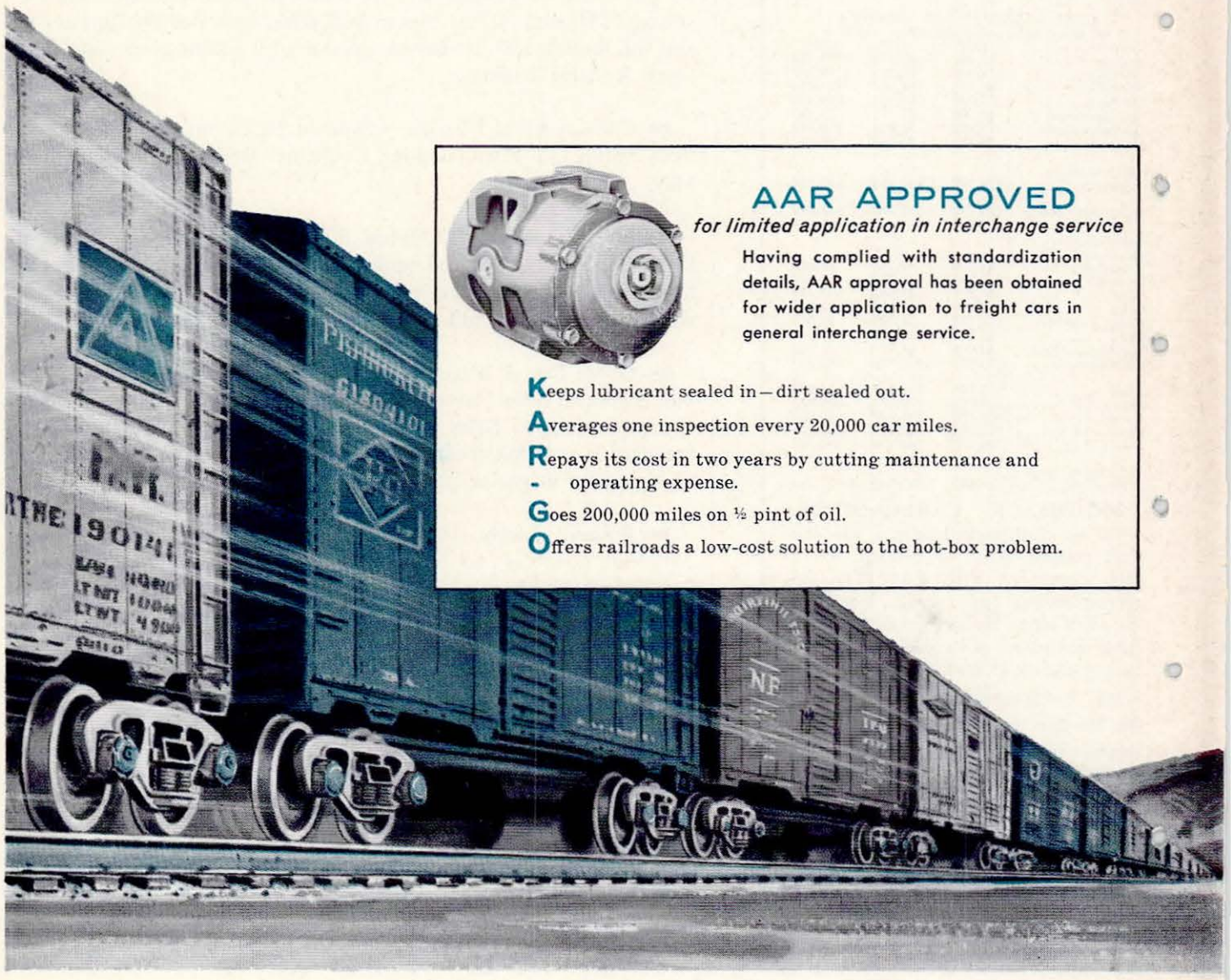
KAR-GO Bearings pay for themselves in 2 years!

Experience of 43 leading U. S. and Canadian railroads . . . and 30,000,000 miles of rugged service . . . show that Allison KAR-GO Cartridge Bearings pay for themselves in the first two years of use.

"Gadgetized" journal brass bearings cannot come close to matching the KAR-GO record. You can judge that for yourself when you discover that these bearings require *less than one-half pint of lubricant per car per year.*

You see, they're completely oil- and water-tight. That was proved—conclusively—when a string of cement hopper cars was recently submerged above the bearing level for several hours after torrential rain. Oil samples taken from the KAR-GO bearing reservoirs immediately after showed no trace of water penetration.

Other KAR-GO advantages? There are scores of them – like the hydro-dynamic lubricating that eliminates journal sleeve and axle wear. There's a permanent wool felt lubricator instead of fre-



AAR APPROVED

for limited application in interchange service

Having complied with standardization details, AAR approval has been obtained for wider application to freight cars in general interchange service.

Keeps lubricant sealed in—dirt sealed out.

Averages one inspection every 20,000 car miles.

Repays its cost in two years by cutting maintenance and operating expense.

Goes 200,000 miles on ½ pint of oil.

Offers railroads a low-cost solution to the hot-box problem.

Two-thirds of the Diesel locomotive engines on American railroads are equipped with Allison connecting rod and crankshaft main bearings and piston-pin bushings.

quently replaced cotton waste or pads. And KAR-GO bearings end the need for "hot box" inspection at every stop. Some railroads have operated them for *130,000 miles without any attention.*

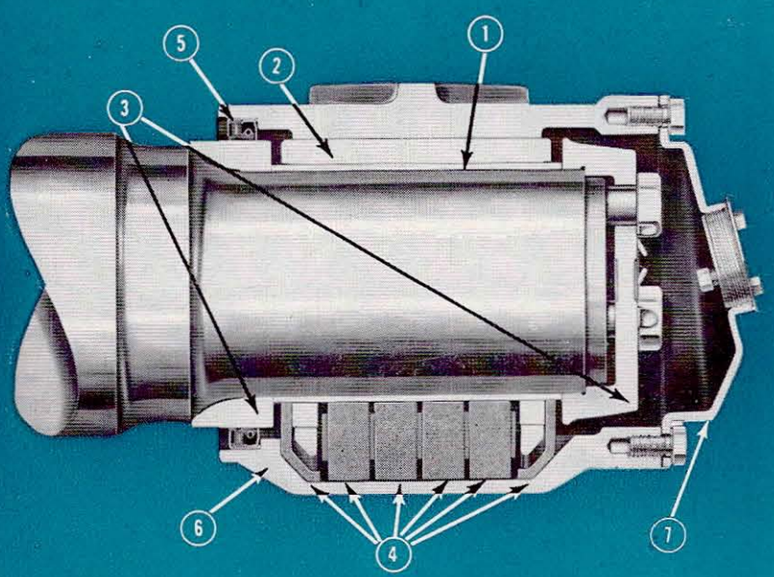
Can you afford, then, to pass up all the KAR-GO savings in your operation? Start cashing in on your next conversion or freight-car build!

KAR-GO, ALLISON DIVISION OF GENERAL MOTORS
Indianapolis 6, Indiana

Allison
KAR-GO
JOURNAL BEARINGS

A product of and built only by the Allison Division of General Motors

THE INSIDE STORY



Built to run for hundreds of thousands of miles, the Allison KAR-GO Cartridge Bearing gives you a *sure* answer to the hot-box problem at a low, low cost.

1. JOURNAL SLEEVE
Smooth, hardened surface for maximum bearing life — eliminates axle wear.

2. ALUMINUM ALLOY BEARING
Economical, precision-fitted, full round for maximum heat dissipation and prevention of axle roll-out.

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Two-thirds of the Diesel locomotive engines on American railroads are equipped with Allison connecting rod and crankshaft main bearings and piston-pin bushings.

quently replaced cotton waste or pads. And KAR-GO bearings end the need for "hot box" inspection at every stop. Some railroads have operated them for *130,000 miles without any attention.*

Can you afford, then, to pass up all the KAR-GO savings in your operation? Start cashing in on your next conversion or freight-car build!

KAR-GO, ALLISON DIVISION OF GENERAL MOTORS
Indianapolis 6, Indiana

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KAR-GO

JOURNAL BEARINGS

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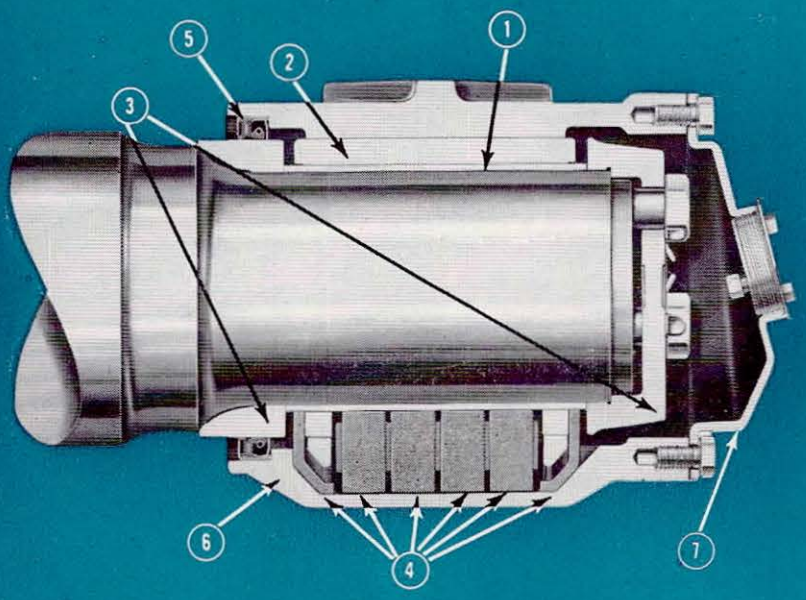
THE INSIDE STORY



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The advice came in a report from the Office of Civil and Defense Mobilization which said this approach would accomplish more for defense than any measure designed to "deal specifically with indefinable physical shortages by financing stand-by capacity."

The OCDM report on "the status of transportation mobilization" was submitted to Congress' joint committee on defense production, which is headed by Rep. Paul Brown of Georgia. General finding of the report is that the condition of the transport industry "is not in every respect satisfactory."

In support of that finding, the report refers to last year's business recession which led the railroads to defer maintenance and reduce capital expenditures. Thus, as the report put it, "any rapid increase in the volume of traffic might result in equipment shortages of considerable proportions."

The report went on to predict that emergency conditions would take much air, highway and waterway transport out of service, leaving the railroads with "a burden disproportionate to that currently encountered" by them.

Railroad line and terminal facilities were called "generally adequate" for an expansion of as much as 50% in rail traffic. And motive power "is believed adequate to handle a larger volume than in any postwar year." When it came to its appraisal of the situation as to freight and passenger train cars, however, the OCDM became more pessimistic.

Car shortages will come "early in any sharp expansion of rail traffic," the report said. It added:

"The effects of such shortages might be minimized by reinstating a heavier maintenance program for freight cars, by the use of emergency devices for improvement of car service, heavier loading of cars, and faster car turnaround. Nevertheless, it is probable that not all transportation requirements can be met." The equipment-shortage situation results "from long-term trends" the report also said.

It explained that the railroads' share of peacetime traffic has been declining, "notwithstanding the wide recognition that railroads would be called upon to participate in any mobilization situation."

The finanical condition of the railroads, the report continued, has been "impaired," and they have been "unable to generate capital adequate to keep their plants abreast of technological developments and traffic requirements."

Remedies, in the opinion of OCDM, lie in "corrective long-term transportation policies."

Then came the admonition that "the carriers themselves must be receptive to proper remedies."

The report went on to advise the Congressional committee that no direct measures are now available to government agencies for stimulating the provision of additional rail capacity. Mention was made of such possibilities as rapid tax amortization and the stockpiling of cars or components; but the report noted that costs and "other practical difficulties" have deferred the development of such programs.

And that brought OCDM to its finding that the best way to prepare the railroads for their role in mobilization is to adopt measures which will improve the industry's "long-term financial health."

D&H-DL&W-Erie Merger Off

A proposed three-way merger of the Delaware & Hudson, the Delaware, Lackawanna & Western and the Erie was written off the books last week. Reason presented by the three carriers: "Under present conditions it has not been possible to find a basis for merger that would be equitable to the shareowners of the three companies."

But the Erie and the Lackawanna are still hopeful for a two-way merger. They announced that "potentialities for merger of the two companies justify the instituting of immediate negotiations."

The presidents of the three roads said the two-and-a-half-year merger study (conducted at a cost of over $275,000) had indicated considerable potential savings in operating costs. But they said further negotiations were not practical from a financial standpoint. Each expressed disappointment over the failure to work out a three-way deal.

They spoke at a press conference called by William White, president of the D&H; Perry Shoemaker, president of the Lackawanna; and Chairman of the Board Paul M. Johnson and President Harry Von Willer, both of the Erie.

The presidents of the three roads pointed out that, when merger studies were started in September 1956, the profit pictures of the participating carriers were much different than they are today and the spread in stock values less wide. They said that the D&H's position as a bridge road and the nature of its traffic makes it less subject to "the peaks and valleys of business." They added that the Lackawanna and the Erie have high fixed costs, which the D&H does not have.

For 1958, the D&H reported a net income of $2,636,230; the Erie had a deficit of $3,668,879; the Lackawanna lost $3,934,319.

Mr. Johnson said he thought studies of an Erie-Lackawanna merger proposal "should move a lot faster than any consolidation proposal yet made. All we have to do is sort figures [contained in the three-carrier study just completed]."

The Erie and Lackawanna presidents pointed out that any merger decision, adverse or favorable, involving their roads is not likely to slow the coordination of facilities that has already been going on for several years.

Travel Made Easy

A new credit plan for passenger travel has been introduced in Canada by the Canadian National.

The plan covers unrestricted travel in Canada, trips originating in Canada to any point on the North American continent and combined rail-ocean travel.

Payment plan is 10% down and up to two years to pay the balance on travel orders of $100 or more.

The new plan applies only to CNR's Canadian passenger offices. The road's U. S. offices already offer travel credit through the Rail Travel Credit Agency.

Meanwhile, CNR and Trans-Canada Air Lines are planning to issue a joint credit card covering online passenger transportation and services over all routes operated by both companies in Canada, the U. S. and overseas. The card will also be valid for hotel, telegraph and rail express services.

Wm. H. Kendall
L&N

John E. Tilford
L&N

W. Gavin Whitsett
L&N

Jesse C. Grissom
L&N

Howard C. Forman
L&N

James B. Clark
L&N

People in the News

CANADIAN PACIFIC.—G. W. Davis appointed assistant superintendent, Fort William (Ont.) terminal division. **A. H. Tees** named assistant superintendent, Montreal terminals, at St. Luc Yard, succeeding acting assistant superintendent **J. O. Burgess,** transferred. **E. L. Guertin** appointed assistant superintendent, Smiths Falls (Ont.) division, succeeding **C. W. Routledge,** transferred.

W. A. Smith, assistant district engineer, Calgary, Alta., named assistant engineer of track, Montreal. **G. P. Beach,** division engineer, Brandon, Man., appointed acting assistant district engineer, Winnipeg, Man.

J. C. Machan, manager, real estate department, Montreal, appointed general manager, real estate department.

A. E. Jenner, superintendent, piggyback services, Montreal, appointed assistant manager, piggyback services at that point. **G. R. W. Partridge,** division engineer, Toronto, succeeds Mr. Jenner. **E. A. Moule,** assistant superintendent, piggyback services, Montreal, named superintendent, piggyback services, Prairie and Pacific regions, Winnipeg.

ERIE.—James P. Hogan, assistant general storekeeper, Hornell, N. Y., retired Feb. 28.

Arthur M. Kroger appointed shop superintendent, Meadville, Pa., succeeding **Claude N. Swartwood,** retired.

Lawrence H. Dyke, general signal inspector, Youngstown, Ohio, appointed superintendent of communications, Cleveland. **Eugene J. Gaughan,** assistant signal supervisor, Buffalo and Rochester divisions, Buffalo, N. Y., appointed supervisor communications and signals, Allegany-Bradford-Meadville and B&SW divisions, at Salamanca, N. Y., succeeding **Robert H. Dean,** who replaces Mr. Dyke. **George V. Milanoski,** foreman signal maintenance, Callicoon, N. Y., succeeds Mr. Gaughan.

Alexander E. Barkalow, coal freight agent, New York, appointed general coal freight agent there.

Alfred J. Pierce, assistant superintendent of police and fire prevention, promoted to superintendent of police and fire prevention, Youngstown, Ohio, succeeding **R. P. Steen,** retired.

Howard M. Shepard, assistant chief engineer, Cleveland, retired March 31.

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Raymond F. Colee, assistant cashier, appointed cashier, St. Augustine, Fla., succeeding **M. L. Powers,** who retired March 31. **W. N. Gibson** named assistant cashier.

LOUISVILLE & NASHVILLE.—William H. Kendall, vice president and general manager, Louisville, Ky., elected president on April 1, succeeding **John E. Tilford,** named chairman of the advisory committee of the board of directors. **W. Gavin Whitsett,** assistant to president, named vice president—traffic, succeeding **John K. Dent,** retired. **Jesse C. Grissom,** assistant general manager, replaces Mr. Kendall. **Howard C. Forman,** chief engineer, appointed assistant general manager. **James B. Clark,** assistant director of personnel, named chief engineer.

William C. Andrews and **Thomas A. Downes** appointed freight traffic agents, Knoxville, Tenn., and New York, respectively.

O. B. Keister, Jr., president of the **Tennessee, Alabama & Georgia,** appointed to the newly created position of manager of industrial development, L&N, Chattanooga, Tenn., effective April 16. **Raymond E. Bisha,** general industrial agent, Louisville, named director of industrial development.

J. Patrick Middleton, freight traffic agent, Tampa, Fla., retired Mar. 31. **Charles T. Schneider** appointed freight traffic agent, Kansas City, Mo.

NORTHERN PACIFIC.—H. C. Bohne, assistant district accountant, Livingston, Mont., appointed staff assistant to vice president—operating department, St. Paul, succeeding **H. A. Pontham,** who retired Mar. 1.

Reginald Ames, member of the law firm of Cummins, Cummins, Hammond & Ames, St. Paul, Minn., named assistant general solicitor, NP, to replace **G. Zan Golden,** assistant general attorney, resigned.

E. L. Meade, assistant to general freight agent, named general freight agent, St. Paul, to succeed the late **F. J. Kassekert. R. W. Cran,** traveling freight and passenger agent, St. Paul, named general agent, Grand Forks, N. D., to succeed **E. R. Broderick,** deceased.

F. B. Mallas, assistant engineer, St. Paul, appointed division engineer, Lake Superior division, Duluth, Minn., succeeding **D. F. Bartley,** who resigned April 1.

READING.—J. A. Burke, superintendent, Reading division, Reading, Pa., appointed assistant to vice president—passenger research, Philadelphia. **Sidney R. Spencer,** general passenger agent, Philadelphia, named assistant passenger traffic manager—research. **Frank S. Campbell** appointed assistant general passenger agent, Philadelphia, succeeding **C. R. Tippett,** who replaces Mr. Spencer. **J. F. Gruber** named superintendent, Reading division. Abolished position of transportation assistant, Pottsville, Pa.

Vance W. Bigelow, personnel assistant, appointed superintendent of personnel, Philadelphia, succeeding **Joseph T. Sturman,** retired.

Supply Trade

The J. B. Ford Division of Wyandotte Chemicals Corp., has announced a new product, tradenamed "BLOT", a diatomaceous earth product. **Robert M. Mangan** has been appointed to head the division's new mineral absorbents' sales department.

Ben T. Bartlett, sales engineer of the **Okonite Company,** at Cincinnati, has been appointed district manager of the Syracuse, N. Y., office.

W. B. Whaley has been appointed midwestern district manager of the **Graybar Electric Company, Inc.,** at Kansas City, Mo.

Randolph R. Gustafson of Winter Park, Fla., has been assigned as a field service engineer for **A. M. Byers Company.**

McDougall-Butler Co., Inc., has appointed **Richard Jenkins & Associates,** 3900-16th Street, N.W., Washington 11, D.C., as their manufacturer's representative for several southern railroads, including the Pennsylvania and Baltimore & Ohio.

Railiner, Inc., Birmingham, Ala., has been licensed to manufacture and sell the Railiner system of containers and transfer equipment developed by **Southern Car & Manufacturing Co.** (RA, Jan. 5, p. 22).

A. J. Duncan has been appointed sales representative, northeastern territory, New York, for the Hand Brake Division, **Union Asbestos & Rubber Co.**

Harrison Van Aken has been appointed general manager of the Communication Products department of **General Electric Company** at Lynchburg, Va. This new department is a consolidation of GE's former Technical Products and Communications Products organizations.

Automatic Electric Sales Corporation, Northlake, Ill., is now distributing products manufactured by **Teletype Corporation.**

OBITUARY

J. Charles Phelps, 60, district freight agent, **Durham & Southern,** Durham, N.C., died March 20.

Leo C. McNamara, chairman of the board, **Journal Box Servicing Corporation,** died April 3 at Winter Park, Fla.

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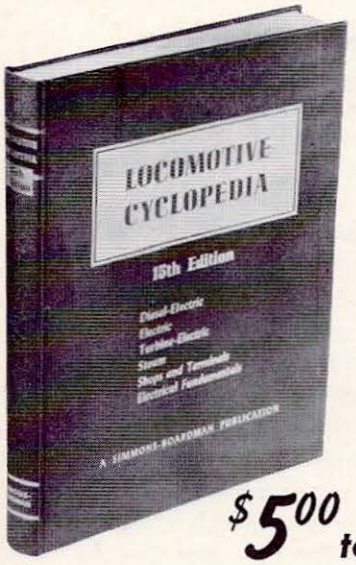

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Advertisers' Index

Allison Division, General Motors Corp. 40, 41
Automatic Electric Sales Corp. 29
Classified Advertisements 45
Douglas Fir Plywood Association 24, 25
Edgewater Steel Co. 6
Electro-Motive Div. of General Motors ..... Front Cover
Esso Standard Oil Co. 37
Exide Industrial Div. of Electric Storage Battery Co. ..... Inside Back Cover
General Steel Castings Corp. 11
Hunt, Robert W., Company 45
Hyatt Bearings Div. of General Motors Corp. 34, 35
Iron & Steel Products, Inc. 45
Judge Transportation Equipment 45
Kershaw Mfg. Co. 21
Magnus Metal Corp. 18, 19
McGraw Edison Co., Clark Division 27
Miner W. H., Inc. 3
Minnesota Mining & Mfg. Co. 23
National Aluminate Corp. ..... Inside Front Cover
Servo Corp. of America 38
Socony Mobil Oil Co., Inc. 12
Standard Railway Equipment Division ..... Back Cover
Striegel Supply & Equipment Corp. 45
Teletype Corp., Div. of Western Electric 8
Union Switch & Signal Div. of Westinghouse Air Brake Co. 14, 15
Youngstown Steel Door Co. 4

Wake Them Up About Russia!

The indifference of official Washington to what is going on in transportation—comparing this country with the Soviet Union—is nothing less than flagrant neglect of duty.

While spendthrift Uncle Sam whoops off billions of dollars on transportation luxuries (waterways and superhighways), the thrifty Russians are putting their roubles and kopeks into highly productive railroads.

The result is that, in 1957, Russia's railroads produced more net ton-miles than the U.S. railroads ever hauled in any one year. And this is just the beginning—because Russia's railroads have developed an impressive momentum of growth. For example, Russia's railroad freight traffic in 1957 was 285% greater than in 1945—while ton-miles of the U.S. railroads in 1957 were down 10% from 1945.

•

A detailed comparison of freight transportation—the United States with the U.S.S.R.—has just been published by the National Bureau of Economic Research in a 38-page pamphlet. The author is Professor Ernest W. Williams, Jr.

A lot of calculation was required to bring the U.S.S.R. statistics and those of the U.S. into a measure of comparability. As Professor Williams says, "for some forms of transportation, our statistics are hardly in a better state than those of the Soviet Union." (How can our public officials excuse their negligence in this area?)

Despite these difficulties, however, the author has attained reasonably satisfactory comparability of the figures. They show approximately 90% of all freight traffic in the U.S.S.R. moving by rail. In this country, in 1956, the share moved by railroads was only 41% of the total—as compared to 62% in 1945. (This railroad ratio of 41% is less than that ascribed to the railroads in ICC calculations, because these latter do not include coastwise and intercoastal traffic.)

Professor Williams believes that, since 1953, the U.S. trucking industry's revenues have exceeded those of the railroads.

No one will question that there are good reasons why trucks and inland waterways should carry a larger ratio of total traffic in this country than in Russia. But, who can doubt that, with us, the ratio is much higher than can be justified economically? As Professor Williams says: "From the point of view of resource allocation, the development of long-haul truck transport would be an error in other than exceptional circumstances."

This is precisely the error that is being fostered by political and regulatory authorities in this country. By holding a regulatory "umbrella" over truck and water rates and by using public money to finance their fixed plant, this country is doing its level best to shift traffic away from the railroads. Being privately owned, our railroads depend entirely on their peace-time traffic for the earnings needed to keep their plant equipped and in condition at all times for emergencies. (In time of war, fuel and manpower shortages do not permit extensive use of trucks—and water carriers are too slow when military pressure is on.)

The theme which Professor Williams has so ably dealt with is no novelty to Railway Age readers. Our own Bob Lewis—besides the articles he wrote for us on this subject (e.g., RA, June 16, 1958, p. 13 et seq.) has been carrying on a personal educational campaign, giving talks illustrated by the pictures he took on his trip to Russia about a year ago. He has, so far, addressed 90 groups, with a total audience in the thousands.

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TELL THE PUBLIC!: The authoritative comparative data now available in the Williams pamphlet ought to be a part of the kit of every responsible railroader. It just does not make sense for this country to promote the atrophy of its defense transportation sinews—as it is doing by government mistreatment of the railroads. Railroad people and their friends should master the facts, now available, and repeat them often and loudly. There's still time for remedial action —but the sand is running mighty low.

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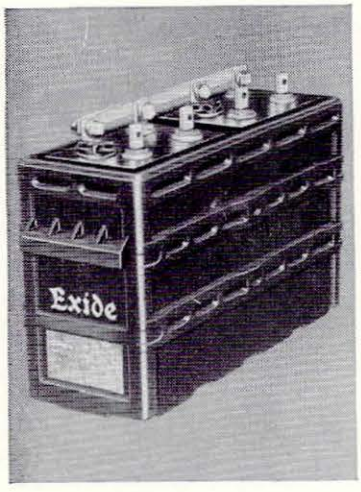

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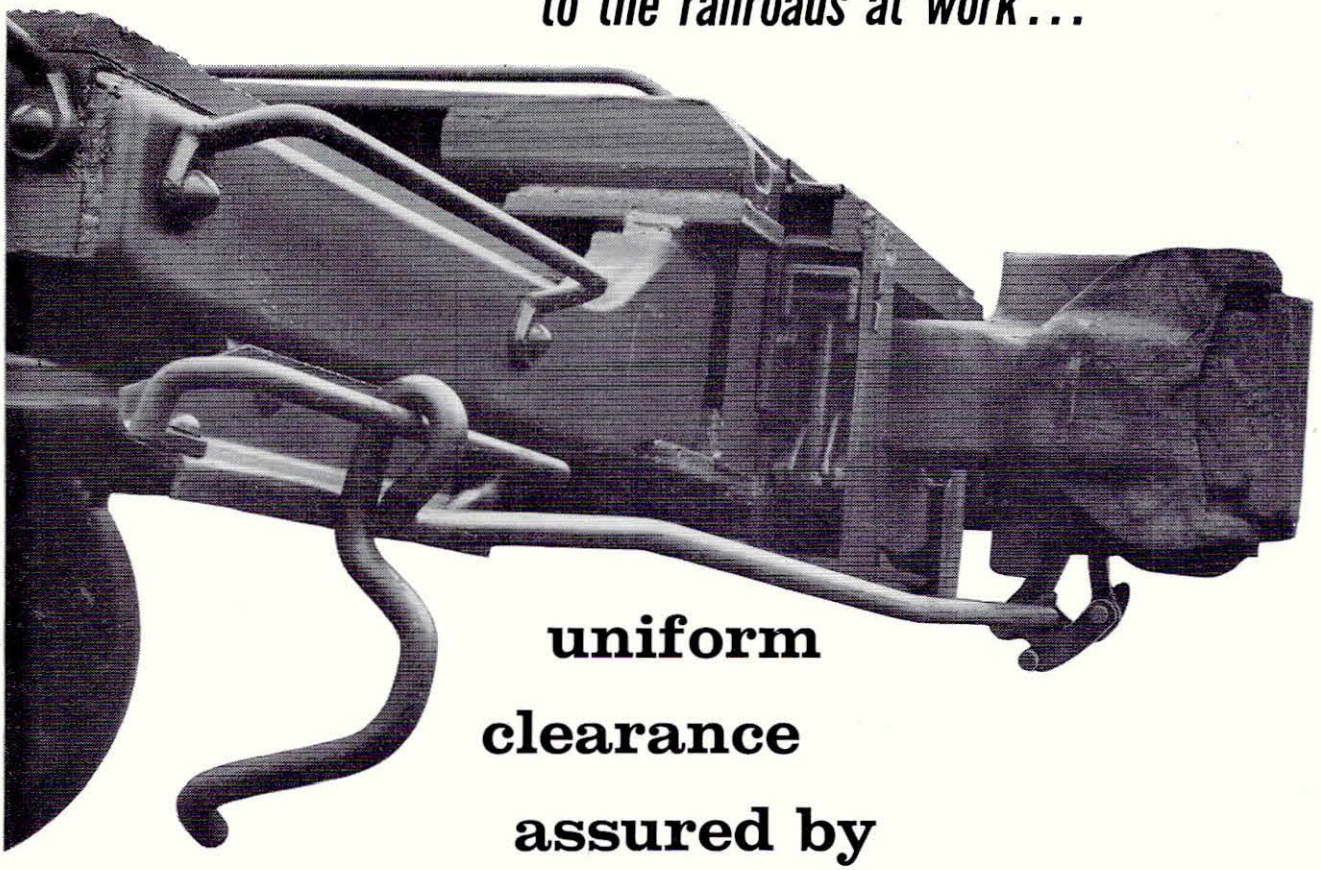

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